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COMMANDER NAVAL AIR FORCES
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COMNAVAIRFORINST 3500.20E
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COMNAVAIRFOR INSTRUCTION 3500.20E

From: Commander, Naval Air Forces

Subj: AIRCRAFT CARRIER TRAINING AND READINESS MANUAL

Ref: (a) OPNAVINST 3000.15A
(b) COMUSFLTFORCOMINST 3501.3E
(c) NRTP 1-03.5 of February 16
(d) NAVSEA SL720-AA-MAN-030 of August 15

1. Purpose. To issue the revised aircraft carrier (CVN) training and readiness manual (TRAMAN). The CVN TRAMAN is used by all CVN staffs and units of Commander, Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC) and Commander, Naval Air Force, Atlantic (COMNAVAIRLANT), to support references (a) through (c).

2. Cancellation. COMNAVAIRFORINST 3500.20D.

3. Policy. Incorporated updates and revisions contained in COMNAVAIRFORINST 3500.20E are summarized:

a. Aligns the CVN TRAMAN with the new Commander, U.S. Fleet Forces Comand (COMUSFLTFORCOM) and Commander, U.S. Pacific Fleet (COMPACFLT) instruction, COMUSFLTCOM/COMPACFLTINST 3501.3E, as well as COMUSFLTFORCOM, COMPACFLT, and Commander, U.S. Naval Forces Europe (COMUSNAVEUR) instruction, COMUSFLTCOM/COMPACFLTINST/COMUSNAVEURINST 3000.15B.

b. Codifies the collision response and Corpen November interim guidance adding additional requirements to navigation training.

c. Battle Effectiveness (Battle "E") and annual awards guidance were removed from this instruction. All awards information is now consolidated in COMNAVAIRFORINST 1650.15M.

d. Inspections, certifications, assessments and assist visits (ICAV) guidance were remove from this instruction. All ICAV information is now consolidated in COMNAVAIRFORINST 5040.1D.

e. Appendices I and II were combine into a single training and readiness matrix located on the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

4. Records Management

a. Records created as a result of this instruction, regardless of format or media, must be maintained and dispositioned for the standard subject identification codes (SSIC) 1000, 2000, and 4000 through 13000 series per the records disposition schedules located on the Department of the Navy/Assistant for Administration (DON/AA), Directives and Records Management Division (DRMD) portal page at https://portal.secnav.navy.mil/orgs/DUSNM/DONAA/DRM/Records-and-Information-Management/Approved%20Record%20Schedules/Forms/AllItems.aspx. For SSIC 3000 series dispositions, please refer to part III, chapter 3, of Secretary of the Navy Manual 5210.1 of January 2012.

b. For questions concerning the management of records related to this notice or the records disposition schedules, please contact your local records manager or the DON/AA DRMD program office.

5. Review and Effective Date. Per OPNAVINST 5215.17A, COMNAVAIRFOR N7 will review this instruction annually around the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy Policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire 10 years after effective date unless reissued or canceled prior to 10-year anniversary date, or an extension has been granted.

D. H. MILLER III

Releasability and distribution:
This instruction is cleared for public release and is available electronically only via the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

COMMANDER NAVAL AIR FORCES

AIRCRAFT CARRIER TRAINING AND READINESS MANUAL

TABLE OF CONTENTS

LIST OF FIGURES

CHAPTER 1
OVERVIEW

1. Introduction. COMNAVAIRFOR CVN TRAMAN supplements and amplifies the training doctrine contained in OPNAVINST 3120.32D, Standard Organization and Regulations Manual (SORM) and other instructions from higher authority. It is the primary source of policy, direction and requirements for all aspects of unit level training (ULT), supporting the fleet training continuum (FTC). The FTC supports the optimized fleet response plan (OFRP), by aligning fleet training methodology and accountability through an end-to-end process which provides visibility and synchronization across all commands executing fleet training. OFRP is the operational framework that provides naval forces to meet combatant commander (CCDR) global force management (GFM) allocation plan, as well as, urgent request for capabilities (RFC) or request for forces (RFF) requirements, in support of the Nation's design for maritime superiority. The CVN TRAMAN provides policies for the administration and conduct of a CVN training program that will achieve the prescribed standards of readiness to perform the ship's combat missions as identified in OPNAVINST C3501.65F, Required Operational Capability (ROC) and Projected Operational Environment (POE) for multi-purpose CVNs. Training responsibilities are assigned to every echelon of command, but primary responsibility for accomplishment of training resides with the individual unit commanding officer (CO).

2. Responsibilities

a. Type Commanders (TYCOM)

(1) Establish training readiness standards for CVNs and monitor training readiness of each ship throughout the readiness cycle.

(2) Ensure all CVN ULT and assessment events are planned and executed as prescribed by this instruction per the OFRP cycle. TYCOMs will coordinate with the Commander, Carrier Strike Groups (COMCARSTRKGRU) and numbered fleet commanders (NFC) to ensure these events and other operational requirements (e.g., fleet replacement squadron carrier qualifications) are properly scheduled and reflected in NFC operational schedules.

(3) Provide training assistance as requested by ship’s COMCARSTRKGRU, and assist the COMCARSTRKGRU in conducting certifications and inspections to ensure unit level proficiency throughout the OFRP.

(4) Conduct Battle “E” competition among CVNs as specified by COMNAVAIRPAC N7 CVN training directorate.

(5) Conduct a CVN training planning conference with the ship, COMCARSTRKGRU and afloat training group (ATG) to brief ULT evolutions from crew certification (crew cert) through the final evaluation problem (FEP) period.

(6) Exercise oversight responsibility for training readiness of CVNs in the absence of an assigned COMCARSTRKGRU.

(7) Provide notification via the record of changes posted on the COMNAVAIRPAC web site and via naval message upon updates and changes of training assessment cards (TACs) or the training and readiness matrix (T and R Matrix) found at COMNAVAIRPAC host identity protocol (HIP): https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

b. COMCARSTRKGRUs

(1) Exercise oversight responsibility for training readiness of CVNs.

(2) Familiarize the COMCARSTRKGRU staff with the requirements and readiness measures defined in this manual.

(3) Schedule training events and services as specified in the T and R Matrix (as applicable). Work closely with the TYCOM, ATG commander, and COMCARSTRKGRUs FOUR and FIFTEEN to maintain a balanced and efficient training plan.

(4) Ensure individual training requirements contained within the Fleet Training Management Planning System (FLTMPS) are accurate with ship's configuration and related requirements.

(5) Ensure CVN crews are provided opportunities to conduct meaningful training and maintain maximum readiness levels consistent with each stage of the OFRP.

c. ATG

(1) Provide subject matter experts (SME) to conduct ULT per COMNAVAIRFOR policy and guidance.

(2) Coordinate scheduling of the shipboard training team (SBTT) course of instruction (COI), and provide the ship's crew with fundamental skills and techniques to self-train.

(3) Provide assistance to TYCOM and COMCARSTRKGRU in the conduct of ICAV (e.g., North Atlantic Treaty Organization Sea Sparrow Missile System (NSSM) and Evolved North Atlantic Treaty Organization Sea Sparrow Missile System (ESSM) certification, navigation check ride, crew cert, etc.) where applicable.

(4) Participate in the CVN training planning conference with the ship, COMCARSTRKGRU, and TYCOM to brief upcoming ULT evolutions from crew cert through FEP.

(5) Maintain liaison with TYCOM and COMCARSTRKGRU throughout the OFRP to maintain continuity of the training plan.

(6) Provide the CVN, COMCARSTRKGRU, and TYCOM with standardized end of mission reports (EOMR) as specified in the reporting formats maintained on the COMNAVAIRPAC HIP under N7 directorate following each training phase. Reports will document training shortfalls, recommend corrective actions and identify any TAC discrepancies and possible corrective actions.

d. CVN COs

(1) Comply with the requirements specified in this instruction, particularly the training requirements specified in the T and R Matrix and in FLTMPS.

(2) Place primary emphasis for CVN training plans and schedules on attainment and maintenance of maximum mission area readiness.

e. Ship's Training Teams

(1) Have a clear understanding of training and resource requirements as outlined in the T and R Matrix and TACs located on the COMNAVAIRPAC HIP under N7 directorate.

(2) Ensure the material condition of the ship supports a safe training environment.

(3) Develop tailored training scenarios and schedule of events (SOE) to support ULT evolutions.

(4) Conduct pre-drill briefs as required.

(5) Provide ATG training liaison officer (TLO) a copy of all required training information, for example: Battle orders, watch team replacement plans (WTRP), watch bills, training simulation information, training team designations, and other reports (as required).

(6) Prepare the EOMR.

3. Recommendations for Changes. Recommendations for changes are strongly encouraged. Changes must be submitted using the recommendation for change form. Real time change request status can be tracked via the COMNAVAIRPAC CVN training TRAMAN Live Issues Document (TRALID) link. Submit recommendations to COMNAVAIRPAC and COMNAVAIRLANT N7 via COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/Directorates/N7/Carrier Training/N70 CVN TRNG/TRALID/.

CHAPTER 2
TRAINING READINESS REPORTING

1. Carrier Sierra Hotel Aviation Readiness Program (CV-SHARP) Overview

a. The CV-SHARP is a secure internet protocol router network (SIPRNET) based application used to capture unit-level training accomplished aboard CVNs, measure the training accomplishment status of the unit based on individual accomplishments and report this information to CVN leadership.

b. The system is based on the completion of required team training sub-events by individual team members and logging the accomplished sub-events into CV-SHARP. The sub-event accomplishment data is then rolled up to a ULT readiness depiction. This capability provides leadership with detailed information on the depth and sustainability of unit training readiness in terms of teams as well as the individual Sailor.

c. The CVN-SHARP Afloat version application is deployed aboard CVNs and used to capture and record the training data. CV-SHARP Ashore version is the hub that receives and warehouses the training data coming from the separate instances of CV-SHARP Afloat. It allows the TYCOM to generate training readiness reports for an individual ship or the entire fleet based on the accumulated training data. Additionally, the Ashore version manages the business rules that define the system's operational parameters and maintains synchronization between CV-SHARP, Navy Training Information Management System (NTIMS), and Defense Readiness Reporting System-Strategic (DRRS-S).

d. CV-SHARP serves as the sole authoritative source for reporting CVN training readiness data to the DRRS-S training pillar (T-Pillar).

2. DRRS-S

a. DRRS-S is the U.S. Navy's mission essential task (MET) and capability-based readiness reporting system and is the primary unit level readiness reporting tool. Training sub-events captured within CV-SHARP are sent to DRRS-S for roll-up into MET-based training readiness in the T-Pillar. This provides a near real-time depiction of CVN readiness to conduct war fighting missions.

b. Navy Tactical Reference Publication 1-03.5 of February 2016 establishes DRRS-S readiness reporting procedures.

c. COMUSFLTFORCOM/COMPACFLTINST 3501.5A gives additional DRRS-S guidance and business rules to Navy units to ensure the quality of DRRS-S assessments remains high.

d. CVNs Five Different Figures of Merit (FOM). Personnel, equipment, supply, training, and ordinance (PESTO) are known as the PESTO pillars. Each pillar is referred to by its associated FOM (i.e., training reference (TFOM), personnel references (PFOM), etc.).

e. The CO is required to assess each MET against the conditions and standards listed in DRRS-S. This is separate and distinct from the FOM scores for each pillar (e.g., TFOM, PFOM, etc.).

f. It is essential to understand that the FOM scores are provided to assist the CO in drafting their assessment in DRRS-S. It is ultimately the CO who determines the readiness level of the unit, and the CO is not constrained by the FOMs in making their determination.

3. Action. DRRS-S instructions task COs to:

a. Ensure the accurate and timely update of DRRS-S assessments.

b. Implement DRRS-S reporting and ensure appropriate personnel within their command are fully trained and comply with DRRS-S reporting requirements.

c. Provide feedback to TYCOM and fleet commander on unit Navy Mission Essential Task Lists (NMETL).

4. CVN Mission Essential Task List (METL)

a. A Naval Task Activity (NTA) becomes a MET once a set of conditions and standards have been applied to that NTA. For the purposes of CV-SHARP, these terms can be considered synonymous.

b. The connection between NTAs and METs to an appropriate mission area is called a CVN METL.

c. The CVN METL is the TYCOM's common baseline for tasks, with associated conditions and standards that are used in planning, executing, assessing, and evaluating fleet training and capabilities. It consists of a series of METs deemed critical by the TYCOM for mission accomplishment. Each MET is constructed by mission analysis of the ROC/POE, operational plans (OPLAN), contingency plans, or mission orders to establish the essential tasks and any supporting tasks along with the required conditions and standards under which the tasks must be performed to achieve the mission. Detailed guidance for the construction of METs is set out in chapter 2 of OPNAVINST 3500.38B, Universal Naval Task List. The common baseline of METs is used for assessing operational performance and determining associated resources and entitlements.

d. COMNAVAIRPAC N7 directorate will conduct an annual review of the CVN METL. To support this process, each CVN may conduct a review of the current CVN METL during the OFRP against the current OPLANs, contingency plans, and mission orders. Submit any recommended changes to COMNAVAIRPAC N7.

5. Relationship of DRRS-S, CVN METL, and CV-SHARP

a. COMNAVAIRPAC N7 manages DRRS-S T-Pillar, CVN METL, and CV-SHARP. Although closely linked, each serves a unique role in CVN training and readiness and has its own data set and rules.

b. DRRS-S measures and reports the readiness of Navy forces to accomplish assigned missions through the construct of a METL. The CVN METL defines capabilities the CVN will need to achieve mission success covering all the PESTO resources.

c. In fulfillment of CVN METL requirements, T-Pillar data populates DRRS-S and reflects the ship's overall training readiness.

d. CV-SHARP is the CVN interface that captures and provides sub-event completion information up-line to DRRS-S via T-Pillar population. This data is captured in capabilities-based calculation in terms of performance (P) and experience (E) factors accomplished through sub-events (also called P_F and E_F).

e. To assist determining the overall training readiness of the crew, CV-SHARP also includes other training reports of interest to the CO above and beyond DRRS-S reporting.

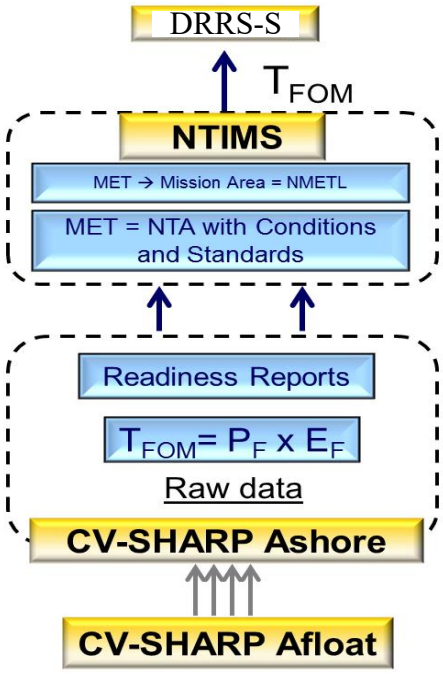

Figure 2-1 DRRS-S, NTIMS, and CV-SHARP Flow

6. Training Score Methodology

a. Training Score (T score). CV-SHARP Ashore uses logged training sub-event data to calculate E_F and P_F levels for each sub-event. This sub-event data is averaged into NTAs and METs and passed to the DRRS-S T Pillar where the E_F score is multiplied by the P_F score to yield the T score for each MET (P times E equals T). Each MET has the relevant training sub-events mapped to it. The MET T score is calculated from the average T scores of the sub-events mapped to that MET. The T scores for each MET are then averaged to yield the T scores for each warfare capability area (aviation warfare, etc.).

b. Performance Score (P score). The sub-event P score is the percent grade received on the last occasion the unit conducted the sub-event for a performance evaluation. P scores are tied to the unit, not the individuals executing the graded sub-event. Each P score has a periodicity, defined in the T and R Matrix. Sub-event P score requirements for each OFRP exercise are also defined in the T and R Matrix. If a P score is required for a particular sub-event during a training phase, it must be evaluated during that phase, even if the most recent P score has not yet expired. P scores are entered into the ship's CV-SHARP Afloat database and transmitted to CV-SHARP Ashore.

Note 1: In CV-SHARP Ashore, the raw grade received by the ship is then modified to yield the DRRS-S P score, which is the P score that will be forwarded to DRRS-S. A score of 90-100 percent equates to a DRRS-S P score of 100 percent. A score of 80-89.99 percent equates to a DRRS-S score of 90 percent. The DRRS-S score for any grade below 80 percent is simply the actual score. The TYCOM has the discretion to override DRRS-S scores in CV-SHARP Ashore.

Note 2: CV-SHARP only takes into account the last P score received for any given sub-event.

c. Experience Score (E score). The sub-event E Score can be calculated in CV-SHARP Ashore via two methodologies. The legacy calculator method is in use now, with plans to transition to the "notional calculator" in the future.

d. Legacy Calculator. The legacy calculator method is based on a statistical sampling of the data. Each sub-event has a single primary team type; though most sub-events are executed by multiple team types. Ships are required to build and maintain the required number of teams for experience. CV-SHARP's assumption is that if the primary team type did the sub-event, all the other team types also completed it. Additionally, it assumes that when the primary team type logs it, all the required teams for E completed the sub-event. CV-SHARP then uses that sub-event completion date in conjunction with the experience periodicity listed in the T and R Matrix to calculate the sub-event E level. E scores passed to DRRS-S are not tied to the individual Sailors executing the sub-event. Details of team types and number of required teams are dictated by TYCOM-designated SMEs. For example: MOB-A 2027 (Recover Man Overboard-Helicopter) execution is required by two antisubmarine tactical air controller teams and one

flight deck team, one primary flight control (PRI-FLY) team, and two tactical operations plot (TOP) teams for experience. The primary team type is PRI-FLY. CV-SHARP assumes the two antisubmarine tactical air controller teams, one flight deck team and two TOP teams also completed the sub-event every time the primary team type logs the sub-event. Every time the PRI-FLY team logs the sub-event, the ship's MOB-A 2027 E level will increase by 1. The E level passed to DRRS-S is only based on primary team type logged experience.

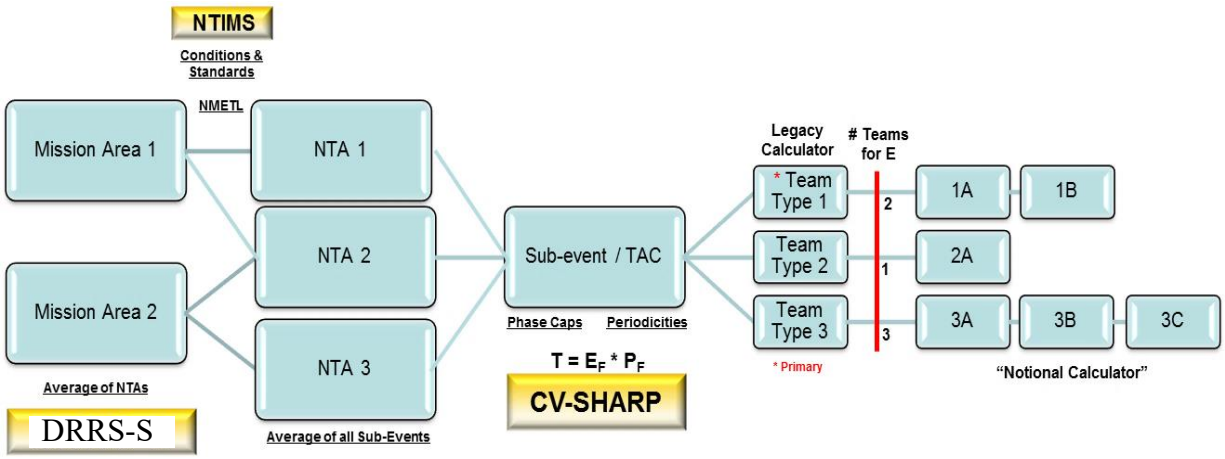

Figure 2-2 T_{FOM} Explained Graphically

e. Phase Caps. Each sub-event has a maximum level of experience for each phase of the OFRP listed in the T and R Matrix. These caps ensure that the CVN is training to the right extent at the right time. It is critical to understand that "forward training" (i.e. extra training) will not count for experience in CV-SHARP, but "backward training" will. For example, MOB-A XXX phase caps of 1/10 and 20/20. No forward training: If the CVN logged this TAC twice in maintenance phase, only one will count. The CVN must log this TAC nine additional times in basic phase to reach the basic phase cap of 10. Backward training: MOB-A XXX was only logged up to an experience level of three in basic phase before proceeding to integrated phase. The CVN must log this TAC 17 additional times in integrated phase to reach the integrated phase cap of 20.

Note: For DRRS-S purposes, the CVN will always report against the major combat operation (MCO) level, which is the sustainment phase cap (i.e., the maximum the CVN can report in basic phase is 10/20, or 50 percent for this TAC). The integrated phase cap will always equal the sustainment phase cap.

f. Experience Periodicity. There are two different periodicities listed in the T and R Matrix: an experience periodicity and a performance periodicity. Performance periodicity is discussed in chapter 6. Experience periodicity determines how often a CVN must perform a given TAC for experience. It has been built to enforce a "current versus not-current" methodology while still allowing units to retain all of their previous training. This allows static training requirements to exist for planning purposes while also reflecting a crew's true readiness by blocking the readiness reporting of a TAC if there has been more than an experience periodicity between

iterations. Experience periodicity only takes into account the time elapsed since the last time the primary team type has logged the respective sub-event and TAC. For example: MOB-A XXX phase caps of 1/10 and 20/20 with experience periodicity of 90 days:

(1) Planning Training. Based on the phase caps, CVNs will perform MOB-A XXX once in maintenance phase, nine times in basic phase, and 10 times in integrated phase.

(2) "Current." Regardless of phase, the TAC needs to be performed once every 90 days to stay current.

(3) "Not Current" at Phase Cap. If the TAC is not performed in 90 days since the last iteration, on day 91 the CVN's readiness reporting for MOB-A XXX will go from 20/20 to 0/20. That TAC's readiness is completely blocked until the CVN is able to log it again. As soon as that occurs, the ship's reporting will return to 20/20. This is in effect during the entire OFRP.

(4) "Not-Current" and Not at Phase Cap. For instance, if the CVN was 10 and 20 in basic phase, but not current entering integrated, the reporting would be 0/20. However, the first time the CVN logs this TAC in integrated phase, the ship would report 11/20. This is only true for maintenance through integrated phases. The methodology changes slightly for sustainment phase.

g. Experience Periodicity in Sustainment When MCO is Not Achieved. If a CVN has not achieved their MCO experience level by the beginning of sustainment (i.e., 15/20 versus 20/20), then the experience methodology changes slightly. For all other phases of the OFRP, there is no "extra cost" for not reaching a phase cap. However, in sustainment, if the CVN has only achieved 15/20 and proceeded to perform this TAC every 90 days (per the periodicity), then their readiness level would increase by simply "sustaining" their experience (which is not desirable). Therefore, a "learn methodology" is forced in sustainment phase by only allowing the CVN's experience to increase if it performs the TAC at an interval of half the experience periodicity.

h. Experience Level from Sustainment to Maintenance. Due to the consequences of having these static training requirements, all experience levels will be set to 0 when a CVN goes from sustainment to maintenance phase.

i. For any questions regarding the training score methodology, contact COMNAVAIRPAC or COMNAVAIRLANT N75 CV-SHARP customer support representative for the respective coast.

CHAPTER 3
TRAINING CYCLE

1. OFRP. OFRP is a flexible and scalable training process that prepares Navy Forces for high-end warfighting and sustains readiness. The OFRP cycle starts at the beginning of the maintenance phase and ends upon beginning of the next maintenance phase. Readiness increases throughout the cycle and culminates with the highest level of readiness at the end of the advanced or integrated phase through sustainment phase. For forces that must remain ready for combat at all times such as forward deployed naval forces (FDNF), the OFRP cycle represents a block of time during which mission areas are recertified.

a. OFRP Phases (Continental United States (CONUS) CVN). A notional CONUS-based OFRP for CVNs consists of five phases: maintenance, basic, advanced, integrated, and sustainment. This results in defined progressive levels of employable capability for U.S. Naval Forces. Figure 3-1 (Notional CONUS 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 phase of the OFRP with a detailed training plan and a clear understanding of specific training required.

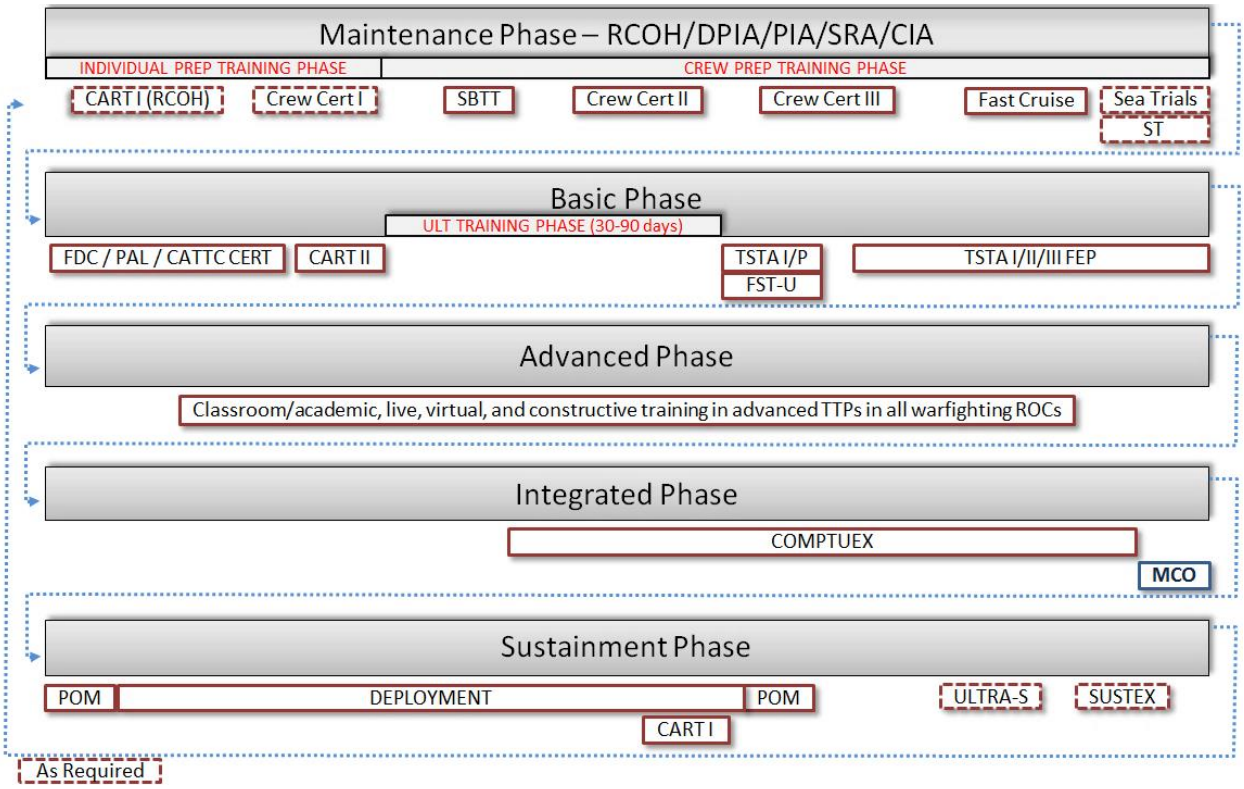

Figure 3-1 Notional CONUS OFRP Cycle

Note: Definitions for acronyms and meanings of abbreviations found in Figure 3-1 not previously defined are provided: refueling complex overhaul (RCOH), docking planned incremental availabilities (DPIA), planned incremental availability (PIA), selected restricted availabilities (SRA), carrier incremental availability (CIA), preparation ("prep") command assessment of readiness and training (CART), certification ("cert"), shakedown training (ST), flight deck certification (FDC), precision approach and landing systems, carrier air traffic control center (CATCC), tailored ship's training availability (TSTA), fleet synthetic trainer - unit level (FST-U), tactics, techniques, and procedures (TTP), composite unit training exercise (COMPTUEX), preparations for overseas movement (POM), unit level training assessment - sustainment (ULTRA-S), sustainment training exercise (SUSTEX).

b. OFRP Phases for FDNF. FDNF operational tempo affords opportunities to maintain tactical proficiency through dedicated training events in conjunction with regional and exercise commitments. The FDNF CVN remains in the maintenance or sustainment phase cycle and complies with the requirements of these phases as specified in chapter 5.

2. Maintenance Phase

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

b. 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.

c. Per COMNAVAIRFORINST 3500.3, during the early part of the maintenance phase, training is focused on the individual. Crew members will be provided the tools and training necessary to succeed in a complex maintenance environment (the period identified in the T and R Matrix as “in port”). During the latter part of the maintenance availability, the focus shifts to operational and team training (identified in the T and R Matrix as crew "prep"). Figure 3-2 (notional CONUS OFRP maintenance phase) illustrates a phase-based training accomplishment notional standard. Maintenance phase training requirements are further defined in paragraphs 9 through 18 of this chapter.

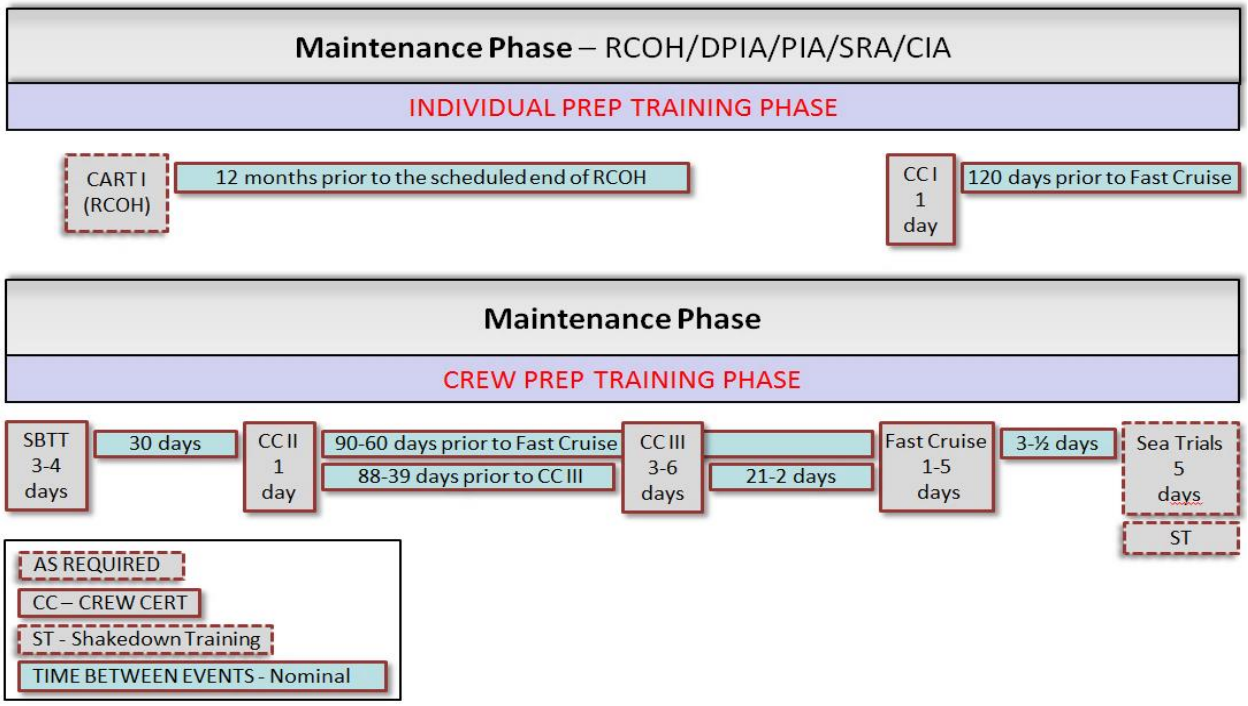

Figure 3-2 Notional CONUS OFRP Maintenance Phase

3. Basic Phase

a. The maintenance phase is followed by a period of ULT. This ensures the CVN will achieve the level of readiness required for certification and be 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 in the event the CVN is tasked to respond to a crisis or contingency operation. Per the OFRP, the length of the carrier's basic phase is determined by the length of the preceding maintenance availability. The T and R Matrix provides details of minimum training (experience) and assessment (performance) requirements.

b. The basic phase focuses on completion of TYCOM ULT requirements. Requirements include team training (aboard and ashore), unit level exercises (in port and at sea), unit ICAVs, 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. Figure 3-3 (Notional CONUS OFRP Basic Phase) illustrates a phase-based training accomplishment notional standard. Basic phase training requirements are further defined in paragraphs 19 through 24 of this chapter.

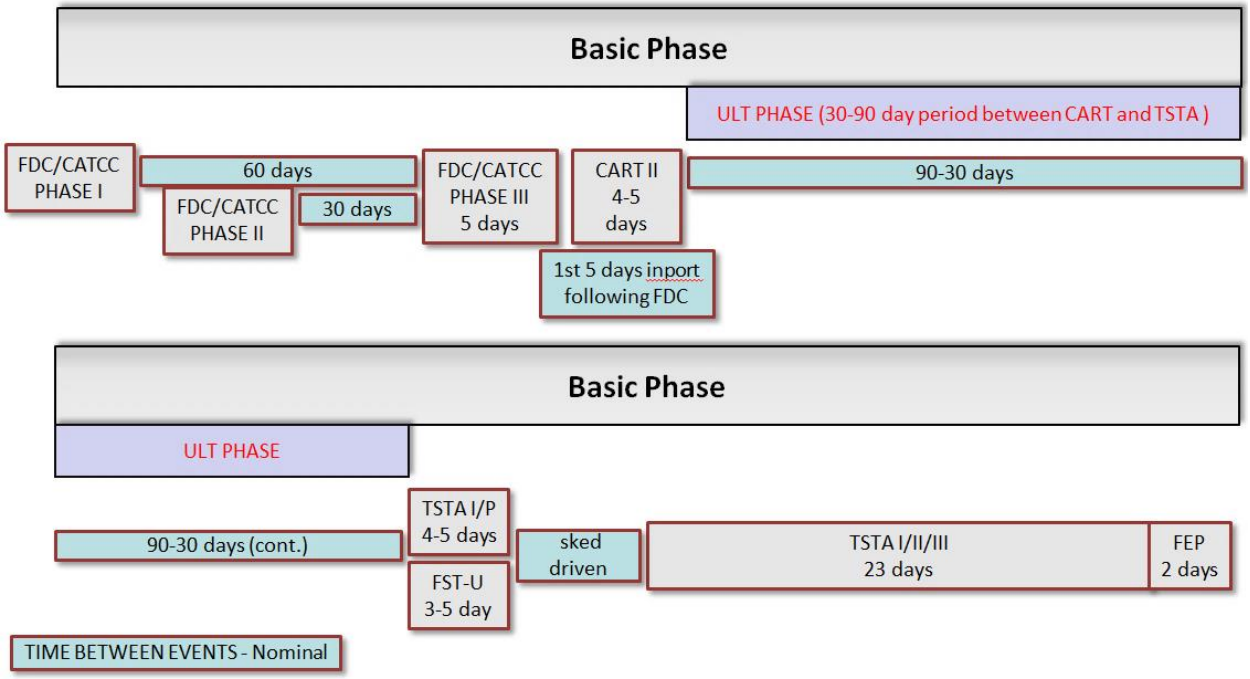

Figure 3-3 Notional CONUS OFRP Basic Phase

4. Advanced Phase Training (APT)

a. The purpose of APT is to enhance unit warfighting capabilities using classroom, academic, live, virtual, and constructive training in TTP in all warfighting ROCs within a challenging warfighting environment. This phase provides an opportunity to hone TTPs with other units and conduct mission specific training to meet CCDR or NFC mission requirements (e.g., GFM, RFF, RFC) while exercising and maintaining proficiency attained in the basic phase. The APT must provide a block of time in which to complete required inspections, certifications, assessments, visits and training. APT will facilitate attainment of requisite warfighting proficiency in all required mission areas and completion of mission-specific training for identified mission sets. The APT is further defined in paragraph 25 of this chapter.

5. Integrated Phase Training (IPT)

a. ITP 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 Commander, Carrier Air Wing (COMCARAIRWING). ITP is further defined in paragraph 26 of this chapter.

b. MCO. MCO certification is given to a COMCARSTRKGRU 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 are trained, assessed, and certified to their full capability for MCO. MCO requirements are further defined in COMUSFLTFORCOM/COMPACFLTINST 3501.3E.

6. Sustainment Training and Deployment

a. 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 COMCARSTRKGRU's readiness during and following deployment and is normally the longest phase of the OFRP cycle.

b. 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 across all Navy Mission Essential Tasks (NMET) 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 and anticipated tasking. During sustainment, COMCARSTRKGRUs maintain an MCO ready status until the commencement of the maintenance phase, unless otherwise directed by Commander, Task Force (CTF) 80 and Commander, U.S. SEVENTH Fleet. Integrity of COMCARSTRKGRU during this period is vital to ensure integrated proficiency is maintained. One or more post-deployment SUSTEX and ULTRA-S may be scheduled to maintain readiness throughout the sustainment phase. The sustainment phase is further defined in paragraph 27 of this chapter.

7. Nominal Phase Duration (NPD). The NPDs in figure 3-4 are for planning purposes only to ensure time is allocated to complete all required events. Durations are noted in days. NPD is the optimal flow of events, for a single work-up without consideration for competing assets, without interruption and the necessary time between events to allow for necessary overlap of IPT and incorporation of lessons learned. Time between events is critical for full participation, adjusting individual, team, and unit training, and implementing modifications to standard operating procedures and processes.

	Maintenance	Basic	Advanced	Integrated	Sustainment
PIA 3	182	112	56	70	Note 1
DPIA 4 & 5	426	168	56	70	Note 1
RCOH	1337	231	56	70	Note 1
Post PSA new CVN	N/A	294	56	70	Note1

Figure 3-4 NPDs

Note: Sustainment duration is based on subsequent maintenance phase.

8. Training Support for OFRP Events. ATG provides SMEs to support CVN ULT events. The COMCARSTRKGRU staff will request support from ATG via naval message at the beginning of the OFRP, prior to the SBTT COI. A sample training support request message is provided at the COMNAVAIRPAC web site on the N7 directorate page. The training support personnel that the CVN will request by mission area is defined in COMNAVAIRPAC/COMNAVSURFLANT/ COMNAVAIRLANT/COMNAVSURFPAC 5300, Memorandum of Understanding for the Responsibilities and Establishment of Standards for the Training Accomplished by ATGs.

9. Training During Maintenance Periods

a. Shipboard operations during new construction, complex overhauls, RCOH, SRA, PIA, DPIA, docking SRAs, extended docking SRAs, incremental SRA and post-shakedown availabilities (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.

b. 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:

(1) Development of skills to ensure a safe, efficient and productive maintenance period.

(2) Development of the knowledge and skills necessary to safely take the ship back to sea.

c. COMNAVAIRFORINST 4700.2 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, and SRA periods.

d. The first phase of training for a maintenance period focuses on maintenance period specific subjects. Training on maintenance topics will continue early in the maintenance availability, and then taper off as sea trials approach. Training on maintenance topics will be sufficient to ensure newly reporting personnel can function safely and effectively in the shipyard.

(1) Basic shipyard safety procedures such as: Dry dock and crane operations, confined space entry, pollution abatement and general housekeeping.

(2) Shipyard organization and protocols for interface between shipyard and ship's force personnel.

(3) Shipyard and maintenance provider work procedures and related documentation, including planning, work authorization documents and discrepancy reports.

(4) Ship's force maintenance and material management (3M) procedures for placing equipment in an inactive status.

(5) Procedures for planning, executing and documenting ship's force work packages.

(6) Skills and knowledge required to support shipyard activities, such as fire watch, habitability projects, quality assurance, electrical tag-out, foreign material exclusion procedures and maintenance period safety precautions and procedures.

(7) Skills and experience in firefighting and damage control (DC) to ensure emergencies are dealt with effectively (this may include a future TYCOM certification of the IET).

(8) Per COMNAVAIRFORINST 4700.2, it is imperative that the ship provides continuous training in the areas of work authorization, tag out system administration, zone management, and evolution control.

d. Operational training will continue during the maintenance period, building in intensity as completion approaches. The goal is to ensure the crew is qualified and ready to man underway watch stations and support shipboard systems testing. Emphasis on operational training will not distract the crew from ensuring the highest quality ship's force and depot-level work.

e. Coverage of operational topics is necessary during early parts of the maintenance period focusing on crew cert, advancement, and professional development. Applicable personnel qualification standards (PQS) will be used whenever possible to qualify personnel for at sea watch stations. When a shortfall for at sea and underway watch personnel qualification is noted, a job qualification requirement (JQR) may be developed by the CVN to fulfill immediate qualification requirements. Per OPNAVINST 3500.34G, the TYCOM will determine JQR fleet-wide applicability. If fleet-wide applicability is determined, the JQR will be forwarded to the appropriate learning center model manager for incorporation into the PQS program.

f. 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.

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

10. Maintenance Phase Events

a. Crew Preparation Overview. As a CVN 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 preparation phase focuses on completion of TYCOM requirements indicated in the crew "prep" column of the maintenance phase in the T and R Matrix:

(1) individual and team training (aboard and ashore); and

(2) unit level exercises (in port and at sea).

b. 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.

11. Carrier Training Planning Conference (CTPC). Prior to commencement of the SBTT COI, the TYCOM will lead a CTPC that includes participants from the CVN, COMCARSTRKGRU, and ATG. Ideally, it will be held with participants attending the CTPC in person at the TYCOM, or by video teleconference and telephone conversation for CVNs that are not co-located with TYCOM. During the conference, the TYCOM will go through the training requirements in the maintenance and basic phases (SBTT COI through TSTA and 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 and drills for each event, level of knowledge (LOK) examination requirements, required messages, completion criteria, SOE guidance, lessons learned, best practices, and EOMR requirements).

12. SBTT

a. The SBTT COI is scheduled and conducted with ATG and TYCOM prior to crew cert. The purpose of SBTT COI is to train the SBBTs in writing and executing drill packages, safety walk-throughs and TAC familiarization to enable them to train their own watch standers and training teams outside of scheduled formal training events. Ideally, SBTT COI will be scheduled approximately a month prior to crew cert phase II. SBTT COI will also incorporate TYCOM N75 CV-SHARP training.

b. During SBTT COI, 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. ATG will also conduct a review of the integrated training team's (ITT) ability to plan and execute an integrated training scenario. This will be a non-graded review that will better prepare the ITT for crew cert qualifications.

13. Crew Cert

a. Crew cert is a mandatory assessment of the crew's ability to take the ship to sea and deal with emergencies. The crew cert process is orchestrated by the COMCARSTRKGRU, supported by the TYCOM and ATG, to ensure the crew is qualified in the basic underway functional areas required to proceed to sea safely (navigation, seamanship, safety, and DC) 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 cert assessment). During crew cert, ATG will provide the required instruction to ensure the ship's ITT is capable of assessing risk and implementing controls to reduce risk associated with training. Interventions by the SBTT during crew cert is acceptable and appropriate.

b. COMCARSTRKGRU and ATG representatives are tasked with confirming the ship has:

(1) appropriate administrative programs in place;

(2) required instructions and bills in force;

(3) current and effective Naval Sea Systems Command Program and Project Manager (PMS) Program; and

(4) meaningful training and PQS programs in place.

c. Phase I will normally be conducted approximately four months prior to fast cruise. This one-day assist visit will 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 will be checked on a separate schedule by the COMNAVAIRPAC and COMNAVAIRLANT 3M teams. Detailed areas to be checked include general ship training, DC, engineering (non-propulsion), medical, communications, navigation, air, deck, operations, supply, weapons, and safety departments. Reactor department will comply with Naval Reactor, COMUSFLTFORCOMINST 4790.3C, Joint Forces Material and Maintenance Manual (JFMM), and associated COMNAVAIRFOR N9 directives.

d. Phase II will normally be conducted approximately two to three months prior to fast cruise. This one-day inspection will be accomplished at a suitable place (preferably shipboard). It consists of:

(1) a review of past training conducted and future training planned;

(2) examination of PQS qualified watch standers with emphasis on knowledge of emergency and casualty bills and general ship operational procedures;

(3) identification of personnel who will complete required LOK examinations prior to crew cert phase III per figure 3-5;

(4) an audit of the ship's SORM, administrative, operational and emergency bills, and watch quarter and station bills; and

(5) TYCOM aircraft handling teams will coordinate with the ship and the COMCARSTRKGRU staff to evaluate air department's FDC checklist and associated procedures.

e. Phase III will be conducted aboard the CVN 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 COMCARSTRKGRU will 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 will specifically evaluate the crew's state of training during simulated underway operations, emphasizing emergency drills. This three to six-day inspection will be orchestrated by the COMCARSTRKGRU staff (utilizing ATG as the executive agent for training, and other ships in the group and other commands in the area as required or requested).

f. When conducting crew cert phase III emergency drills, ATG will only assess the watch standers per the prescribed TACs.

g. Roles and Responsibilities

(1) The COMCARSTRKGRU staff is responsible for orchestrating crew cert requirements including the transmission of required end-of-mission reports.

(2) COMNAVAIRPAC and COMNAVAIRLANT will assign the COMCARSTRKGRU staff to act as the force commander's representative to orchestrate and validate crew cert requirements.

(3) 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 COMCARSTRKGRU assigned.

(4) ATG acts as the executive agent for the COMCARSTRKGRU in assessing and training during crew cert.

(5) The CO will provide a ready-to-train letter (located on COMNAVAIRPAC web site under the N7 directorate) to the COMCARSTRKGRU and ATG TLO verifying the completion of required TACs and LOK examinations (available via ATG toolbox) required for crew cert. A signed copy of the CO’s battle orders and CART I consolidated ship’s discrepancy log (CSDL) will also be provided for review.

h. Crew Cert Requirements

(1) Maintenance availabilities four months duration or less: Crew cert and sea trials are not required.

(2) For maintenance availabilities greater than four months but less than two years in duration (PIA and DPIA), crew cert phases II and III are required.

(3) Construction, overhauls, and maintenance availabilities greater than two years require phases I, II, and III.

(4) The COMCARSTRKGRU staff will submit a formal request to COMNAVAIRPAC and COMNAVAIRLANT, copying the repair activity. Upon receipt of such request, the repair activity is requested to advise COMNAVAIRPAC and COMNAVAIRLANT what effects crew cert will impose upon the availability schedule.

(5) Crew cert will be conducted using guidance outlined in the T and R Matrix and TACs which are available at the COMNAVAIRPAC web site on the N7 directorate page.

(6) The time devoted to crew cert, fast cruise, and sea trials will normally not be truncated. Schedules proposing shorter periods of time will provide substantiating information on which the decision to schedule a reduced period is based. Waivers will be entertained by the TYCOM by exception with substantiated operational necessity criterion.

(7) The procedures for conducting crew cert inspections are minimum requirements and will not be construed as restrictive. A final crew cert SOE will 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 COMNAVAIRPAC HIP and the ATG test bank at:

(a) https://www.atg.surfor.navy.mil/index.htm/.

(b) https://atg.ncdc.navy.mil/toolbox/private/index.htm/.

(c) https://atg.ncdc.navy.mil/ToolBox/PerceptionLOK/default.php/.

i. Crew Cert Discrepancies Definitions. Discrepancies identified during each phase of crew cert will be documented on the ship's CSDL. For crew cert only, the definitions found in subparagraphs 13i(1) through 13i(3) apply. Restrictive, major, and minor definitions for all other OFRP events are provided in paragraph 41 of this chapter, titled "categories of discrepancies defined."

(1) 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 COMCARSTRKGRU.

(2) 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 COMCARSTRKGRU.

(3) Minor. Those discrepancies that do not affect proper operation of the ship. CVN can continue with training continuum. Minor discrepancies will be corrected as soon as practical. Minor discrepancies can be cleared by COMCARSTRKGRU or CVN CO.

j. Reports. Minimum crew cert reports are:

(1) Upon completion of phases I and II, the ATG TLO will make a report to the CVN CO and COMCARSTRKGRU. A crew cert phases I and II completion message will be prepared by the COMCARSTRKGRU and forwarded to COMNAVAIRPAC and COMNAVAIRLANT N7. A sample crew cert completion message is available at the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

(2) Upon completion of crew cert phase III, the ATG TLO will prepare a written report for the CVN CO, COMCARSTRKGRU, and TYCOM N7. A crew cert phase III completion message will be prepared by the COMCARSTRKGRU and forwarded to TYCOM N7. Discrepancies will be listed by category (restrictive, major, minor) as described above. The CVN 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.

14. LOK Examinations

a. LOK examinations are a tool to assist trainers and training teams in determining whether watch standers possess the minimum competencies required for certain training evolutions. Due to some LOKs requiring the entire crew's participation, training officers must implement testing plans with ample time for completion.

b. Watch standers will take required LOK examinations 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 will be used as a baseline to determine the focus of future training events. Remedial testing will be used to ensure the ship meets minimum criteria prior to completing basic phase training.

c. Crew Cert Phase III. Prior to commencement of crew cert phase III, the ship will complete the LOK examinations listed in subparagraphs 14c(1) through 14c(7). To implement the "ready to train" message and proceed to crew cert phase III, the listed examinations must have been administered, and, if necessary, remediated until at least 80 percent of all required examinees have attained a minimum passing score (per figure 3-5).

(1) Basic DC.

(2) Basic first aid.

(3) Navigation rules of the road.

(4) General deck seamanship.

(5) Lookout.

(6) Rescue swimmer.

(7) Quartermaster of the watch.

d. CART II. All other LOK examinations will be completed prior to CART II. Note that there is no requirement at this stage of training for a specific percentage of the required examinees to pass the respective examinations. The purpose is to complete all examinations and report the results (via the "ready-to-train" message) to provide ATG areas which may require additional training. Additionally, the results of the LOK examinations highlight the effectiveness of the ship's PQS program, and provide an overview of the ship's readiness to train in all areas with at least minimally qualified personnel.

e. FEP. Prior to the end of FEP, all LOK examinations will have been administered, and, if necessary, remediated, until at least 80 percent of all required examinees have attained a minimum passing score (per figure 3-5).

Note 1: LOK examinations 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 DC and medical examinations once every 36 months. Personnel will be tested during the first year in which they have been aboard for more than six months.

f. LOK and perception database procedures are available on ATG's web sites at:

(1) https://atg.ncdc.navy.mil/toolbox/private/index.htm/.

(2) https://atg.ncdc.navy.mil/ToolBox/PerceptionLOK/default.php/.

g. Feedback and updates to LOK examinations will be completed by the SMEs and centers for excellence (CNE). The CVN training officer will periodically check for updates to the practice program. Feedback from the fleet is essential to ensure accuracy and relevancy of the examinations.

Classified	Warfare area	Watch station	Perception LOK Exam	Questions	Min score	Min Test Takers	Test takers per event			Note
							Crew Cert III	CART II	FEP	
No	COMM	COMM WATCH OFFICER / SUP	COMMS – Comm Watch Officer / SUPP	25	70%	4		Note 3	Note 4	
No	COMM	NETWORK ADMIN	COMMS – Network Administrator	25	70%	15		Note 3	Note 4	
No	COMM	TST/TECH CONTROL	COMMS – TST/Tech Control	25	70%	15		Note 3	Note 4	
No	DC	DC	MOB-D – Basic Damage Control	25	80%	All Crew	Note 1		Note 4	6
No	MED	MED	FSO-M – Basic First Aid	25	80%	All Crew	Note 1		Note 4	6
No	ENG	ENGINEERING AUXILIARY	CVN – Engineering Aux (Electrical)	25	80%	6		Note 3	Note 4	
No	ENG	ENGINEERING AUXILIARY	CVN – Engineering Aux (Mechanical)	25	80%	6		Note 3	Note 4	
No	NAV	OOD RULES OF THE ROAD	MOB-N – Rules of the Road	25	88%	5	Note 2		Note 4	5
No	NAV	GENERAL QUARTERMASTER	MOB-N – QM of the Watch (ECDIS-N)	25	70%	12	Note 1		Note 4	
No	SEAMANSHIP	LOOK OUT	MOB-S – Lookout	25	80%	12	Note 1		Note 4	
No	SEAMANSHIP	GENERAL DECK SEAMANSHIP	MOB-S – General Deck Seamanship	25	80%	5	Note 1		Note 4	
No	SEAMANSHIP	SAR	SAR – Rescue Swimmer	25	85%	2	Note 1		Note 4	
Yes	STRIKE	CIWS	AW – CIWS 1B RCS/LCS Operator	25	80%	6		Note 3	Note 4	
Yes	STRIKE	GCCS-M	SW – GCCS-M 4.X Operator	25	70%	5		Note 3	Note 4	
No	CS	CSOSS	SW – CSOSS Technician	25	80%	9		Note 3	Note 4	
Yes	AW	AIC	AW – Air Intercept Controller	25	70%	6		Note 3	Note 4	
Yes	AW	TIC	AW – Tac Data Coord/Tac Info Coord	25	70%	5		Note 3	Note 4	
Yes	AW	CIC GENERAL	CVN – CDCWO	25	80%	10		Note 3	Note 4	
Yes	AW	TAO	CVN – TAO	50	80%	4		Note 3	Note 4	
Yes	AW	Sea Sparrow	CVN – ADWC	25	80%	9		Note 3	Note 4	
Yes	EW	EW OP / IW	EW – EW operator	25	80%	15		Note 3	Note 4	
Yes	INTEL	CIVIC / IS	CVN – Operational INTEL	25	70%	9		Note 3	Note 4	
Yes	USW	Unknown	USW – Acoustic Analysis	25	70%	9		Note 3	Note 4	7
Yes	UW	ASTAC	USW – ASTAC	25	70%	3		Note 3	Note 4	
Yes	USW	Nixie	USW – Nixie Team Member	25	70%	4		Note 3	Note 4	
Yes	CRY	SSES OP	Administered by EWTGU	25	70%	6			Note 4	8

Figure 3-5 LOK Examinations, Examinees, and Minimum Passing Criteria

Notes:
1. At least 80 percent of required test takers attain a passing score prior to the start of crew cert III.
2. 100 percent of required test takers 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 percent attained a passing score prior to the end of FEP.
5. Test takers to include the navigator, assistant navigator, senior quartermaster, piloting officer, shipping officer, and a minimum of three qualified personnel in the following watch stations: TOP watch officer, quartermaster of the watch, and lookouts.
6. All personnel onboard for greater than six months. FDNF personnel are only required to pass exams once every 36 months.
7. CVNs without AN-SQQ34VC2 installed must only be administered three acoustic analysis exams.
8. TS LOK given by Electronic Warfare Training Group. Coordinate with ATG.

15. Dock Trials, Fast Cruise, and Sea Trials

a. There are four publications that address these final steps of maintenance availability.

(1) OPNAVINST 9080.3G.

(2) OPNAVINST 9210.2C.

(3) COMUSFLTFORCOMINST 4790.3C.

(4) COMNAVAIRFORINST 3500.20E.

b. Each describes the sequence differently. Paragraphs 14b through 14d were coordinated with Commander, Naval Sea Systems Command (COMNAVSEASYSCOM) Naval Reactors and seek to eliminate ambiguity by assembling and summarizing the various technical requirements and clearly outlining command expectations for CVNs.

c. 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.

d. Figure 3-6 contains a summary of requirements and guidance regarding the sequencing of dock trials, fast cruise, and sea trials. Source documents will 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.

Availability and Upkeep and Non-operation	Dock Trials	Fast Cruise	Messages required	Pause (Note3)	Sea Trials	Messages required
9 months or longer in duration	Yes Ref (a)	5 days, with a repair day in the middle (2-1-2) Ref (a)	1. NSA (Work COMP) 2. Ship REQ permission 3. TYCOM authorizes 4. Ship completion of Fast Cruise (Note 2) Ref (a)	1 day Ref (a)	As required to complete the Project-generated, TYCOM approved agenda Refs (a) and (c)	1. Ship REQ 2. TYCOM AUTH 3. Daily SITREP Refs (a) and (c)
4 to 9 months in duration; FDNF SRAs	Yes Ref (a)	2 days, Ref (a); augmented by ref (c)	1. NSA (Work COMP) 2. Ship REQ permission 3. TYCOM authorizes 4. Ship completion of Fast Cruise (Note 2) Ref (a)	1 day	As required to complete the Project-generated TYCOM approved agenda Refs (a) and (c)	1. Ship REQ 2. TYCOM AUTH 3. Daily SITREP Refs (a) and (c)
>60 days but less than 4 months in duration	Per AWP Ref (c)	1 day, Ref (a); augmented by ref (c) (Note 1)	No	12 hours	No	No

Figure 3-6 Dock Trials, Fast Cruise, and Sea Trials Requirements by Duration of Maintenance Availability

Note 1: The length of the fast cruise for a CIA is at the CO's discretion and will be coordinated with the TYCOM. The extent of the training for the fast cruise will be based on crew readiness and tied to the duration of the CIA and 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 will 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 will be scheduled to meet this requirement. If material issues prevent proceeding to sea trials within a day after completion of fast cruise, COs will engage the TYCOM (N43, N9, and N7) to realign schedule expectations. Delays in excess of 72 hours may result in the TYCOM directing an additional fast cruise.

Note 4: Definitions: Naval Support Activity (NSA), work computation (COMP), request (REQ), authorization (AUTH), situation report (SITREP), Availability Work Package (AWP).

e. In planning the sequence, it helps to work backwards. For example, begin with the Chief of Naval Operations (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. For example: The CNO end date for a six-month PIA is 22 October. The proposed sea trials agenda (based upon the work package) requires three-days. Recent engine repairs dictate two-day dock trials.

(1) Nominal Availability Completion Schedule

(a) Dock Trials Commence - 15 October.

(b) Oct Dock Trials Complete - 16 October.

(c) Fast Cruise Commences - 17 October.

(d) Fast Cruise Complete - 18 October.

(e) One-day Pause - 19 October.

(f) Underway for ST - 20 October.

(g) Availability Complete - 22 October.

f. 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 will be treated as operational commitments and understand

that the timing may not always be convenient (e.g., sea trials may 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.

g. Post-maintenance trials following extended shipyard availabilities must be undertaken with the knowledge that 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 will not be conducted unless qualified non-ship's company observers are present.

h. Prerequisites of the first underway period are:

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

(2) Ship's force dock trials and a satisfactory state of training as demonstrated by the successful completion of crew cert inspection and fast cruise.

(3) Per OPNAVINST 9080.3G, 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 will notify the shipyard commander or the supervisor of shipbuilding, as appropriate, in advance of any operation of the ship's propulsion system. This notification will include the nature and duration of such operations.

i. As discussed above 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.

16. Fast Cruise

a. The 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-operation. Prior to commencing fast cruise, all equipment required to support normal at sea operations will be online in its normal configuration to the greatest extent possible. In addition to the normal underway routine, equipment will be tested to check for proper operation and to determine the crew’s proficiency at operating the equipment and identify shortfalls that can be remedied by training. As far as is practicable, fast cruise will 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 will be performed on the ship during this period. The fast cruise must be completed one to three days prior to sea trials.

b. Specific guidance for conducting fast cruises, including requesting and reporting procedures, is included in JFMM, sections 3.6.8.2 and 3.6.8.3.8 (applies to ships in a CNO scheduled availability). Additional requirements for CVNs are included in OPNAVINST 9080.3G and the OPNAVINST 9210.2C, Engineering Department Manual for Nuclear Powered Ships (EDM).

c. Duration

(1) A five-day fast cruise is required for ships completing construction, conversion, or RCOH per OPNAVINST 4700.8K (Trials, Acceptance, Commissioning, Fitting Out, Shakedown, and Post Shakedown Availability of U.S. Naval Ships Undergoing Construction or Conversion). A five-day fast cruise period is also required for CVNs completing availabilities lasting greater than nine months. This will consist of two days of operation, a one-day shutdown to allow the shipyard and contractors to correct deficiencies, and two more days of operation. The fast cruise will end at least one day prior to initial ST.

(2) Ships completing an availability lasting four months or greater but less than nine months will schedule a fast cruise commensurate with the length of the maintenance availability (i.e., PIA, DPIA, or SRA. Completion of fast cruise will be at the CVN CO's discretion, but will adhere to the standards listed in paragraphs 15c(2)(a) through 15c(2)(d):

(a) For CNO availabilities (PIA, DPIA, SRA), refer to figure 3-6 of this chapter.

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

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

(d) It will not end more than three days or less than one day prior to ST.

(3) Ships completing a maintenance upkeep or non-operational period exceeding 60 days but less than four months will schedule a fast cruise commensurate with the length of the maintenance upkeep or non-operational period. The fast cruise will last at least one work day and end not less than 12 hours prior to the scheduled underway time. Per the EDM, prior to the commencement of fast cruise, all required propulsion plant equipment will be lit off to reflect an at sea posture.

d. The general evolutions and drills listed in subparagraphs 15d(1) through 15d(2) will be conducted for fast cruises of any duration. The ship will be on ship’s electrical power. Additional drills and operations are at the discretion of the CO. Documentation available at the COMNAVAIRPAC web site provides recommended ship-wide and department-specific evolutions to be completed prior to and during fast cruise. Every effort will be made to conduct as many of these items as time allows. The ship will be operated as if underway, simulating the various evolutions required for safe operation of the ship. Each underway section will 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.

(1) Minimum Fast Cruise Requirements:

(a) Station the special sea and anchor detail.

(b) Station the normal underway watch (section watches).

(c) Simulate getting underway and returning to port.

(d) Walk through all major sea trial evolutions.

(e) Exercise the reduced visibility bill.

(f) Simulate boat transfer at sea.

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

(h) Verify adequacy of stores and provisions.

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

(j) Conduct emergency drills for each section:

(1) Loss of steering.

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

(k) Conduct man overboard (boat recovery).

(l) Exercise the crew at general quarters (GQ).

(m) Exercise the crew at abandon ship.

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

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

(2) Crash and Fire Exercise. If the ship intends to operate helicopters during sea trials, the TYCOM aircraft handling team (N73) will assess air department in the performance of a MOB-A 1031 "Aircraft Crash and Fire – Flight Deck (Phase I)" and a MOB-A 1034 "Aircraft Fire – Hangar Bay."

e. 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 will 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 representative for review and concurrence. Every effort will 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 will be given to planning drill sets that allow for a thorough evaluation of each watch section. All casualty assistance teams will be exercised during the fast cruise.

f. While no trials, tests, or other work will be performed on the ship during the fast cruise period, history has shown that situations may arise that require repair of critical equipment by shipyard personnel during this time. To ensure minimal impact on fast cruise, each case will be discussed with the project supervisor (if in an availability), TYCOM representatives and Naval Reactors regional representative (for propulsion-related equipment). Repair by entities other than ship's force during a fast cruise will be a rare exception, reserved for situations where delay in doing so would cause adverse operational impact.

g. Additional guidance for conducting an effective fast cruise is provided in the JFMM and at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/COMNAVAIRPAC/default.aspx/.

17. Sea Trials

a. Sea trials will be conducted upon completion of all availabilities. Primary emphasis during this (nominal) five-day underway period is testing equipment and certifying systems and capabilities per the direction provided in the JFMM.

b. Training in basic underway functional areas will also be conducted, especially in the areas of navigation, combat direction center (CDC) surface operations, deck seamanship, flight deck emergency operations and DC. Training will not disrupt the primary purpose of sea trials described above.

18. ST

a. ST is conducted for ships completing new construction, or overhauls of greater than nine months' duration. ST is only conducted if significant at sea operations or transits are scheduled between completion of construction and overhaul and commencement of the PSA. This includes post-maintenance carriers scheduled for home port transit prior to completing basic phase ULT.

b. The purpose of ST is to ensure the crew is capable of safely performing routine at sea operations, including flight operations. Primary emphasis will be on engineering casualty control, seamanship, navigation, DC, flight deck emergency operations, communications and safety-related exercises.

c. The TYCOM will coordinate with the COMCARSTRKGRU staff and ATG to determine ST requirements and schedule appropriate training periods. They will normally be one to two weeks in length. ST will be individually tailored based on the ship's requirements and expected tasking during their operations or transit period. ST is not required for ships commencing ULT phase after overhaul, since they will receive normal ULT as described in this chapter.

19. Basic Phase Training Events. Basic phase training begins the day after the maintenance phase ends (sea trials) and concludes when the CVN is considered an independent unit ready for tasking and certified ready to commence advanced training. The intent of basic phase training is to provide the TYCOM, COMCARSTRKGRU, and unit with a continuous and uninterrupted block of time to complete basic phase ULT.

20. Flight Deck and CATCC Certification Phases I, II, and III. Flight deck and CATCC certification is the means by which COMNAVAIRPAC N73 and N74 evaluate the CVN's ability to conduct routine day and night aircraft launch and recovery operations in a safe manner. Flight deck and CATCC certifications are conducted per pertinent COMNAVAIRFOR directives. The aircraft handling team (COMNAVAIRPAC (N73)) report will be utilized by the air department as a CART II checklist. CATCC training teams and requirements are covered in paragraph 35 and Figure 3-8 of this chapter.

21. CART II

a. 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. 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, COMCARSTRKGRU staff, and COMCARAIRWING will develop a detailed, tailored schedule for completing the unit level phase of the training. CART II will be preferably scheduled the first five-day in port period following flight deck certification.

b. The CVN CO will provide a ready-to-train letter to the ATG TLO verifying completion and status of required TACs, LOK examinations, and WRTP required to conduct CART II. Additionally, this letter will specify all weapons systems (including minor caliber guns) are configured to support CART II. Close-In Weapons System (CIWS) firing keys will be removed or key custody procedures in place and ESSM, NSSM and rolling air missile (RAM), if loaded, will have the safe and operate plugs removed. The CVN CO will 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 COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/COMNAVAIRPAC/default.aspx/.

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

(1) Days one and two. Using TACs, ATC personnel conduct a thorough review of the ship's material and administrative readiness to conduct training. This will include an assessment of the ship's ongoing training and PQS programs and WTRP. Individual team drill continues in preparation for the ULT phase.

(2) Days three and four. Training and evaluations of the ship's training teams (air department training team (ADTT), damage control training team (DCTT), combat systems training team (CSTT), etc.) are conducted by ATG personnel. Training battle problems will include conditions 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.

(3) Day five. A scheduling session is conducted at the completion of CART II. Representatives from the ship, ATG, COMCARSTRKGRU staff, TYCOM, and COMCARAIRWING review and approve a plan for basic phase ULT, based on the ship's training manual (previously developed by the ship). All major events will be included in the plan, especially those requiring outside services. Sample schedules for conducting CART II can be found at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/COMNAVAIRPAC/default.aspx/.

22. TSTA

a. TSTA is a multi-phase event conducted under TYCOM and COMCARSTRKGRU supervised by ATG. The specific focus of each phase of TSTA is described in detail in paragraph 22 of this chapter. 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.

b. 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.

(1) By the start of TSTA, the ship will have PQS qualified condition I and III watch teams.

(2) The COMCARAIRWING will embark to conduct CVN qualifications, receive training in shipboard DC and survival, and to help the ship complete training exercises which require air services.

(3) Although training is focused at the unit level, the ship and COMCARAIRWING integration effort begins during this period and each at sea period will 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 advanced phase.

c. 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 will have 30 to 90 days to conduct deficiency rectification and build watch stander experience prior to the commencement of TSTA.

d. 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 COMCARSTRKGRU staff and directly supported by ATG, Center for Surface Combat Systems (CSCS), and other agencies as required. FST-U scenarios will meet the objectives listed in the Fleet Synthetic Training Program, COMUSFLTFORCOM/COMPACFLTINST 3500.3A, appendix B. Primary objective is to improve tactical proficiency by developing basic communications and link skills and completing unit level TYCOM combat systems training requirements tailored to individual CO and COMCARSTRKGRU objectives.

e. TSTA and FEP. The TSTA and FEP period will be conducted as a 25-day underway block, with the COMCARAIRWING embarked throughout. Paragraphs 21e(1) through (3) provide emphasis points during this underway period:

(1) TSTA I. Emphasis during this nominal eight-day underway period is on navigation, seamanship, engineering, DC, and other training. Basic flight deck operations consist of drills and limited COMCARAIRWING CVN qualifications. Combat systems training is focused on shipboard training areas where support from the COMCARAIRWING is not required.

(2) TSTA II. Emphasis during this nominal eight-day underway period is on flight deck operations, increased emphasis on combat systems, engineering and DC conditions I and III tactical and casualty control scenario execution, while maximizing use of COMCARAIRWING support. The ESSM and NSSM certification will be completed by TSTA phase II. By the end of this phase, each of the ship's training teams will be capable of planning, conducting, evaluating, and critiquing exercises within its functional area.

(3) TSTA III. Nominal seven-day period with three purposes:

(a) Train the crew on complex unit phase exercises.

(b) Prepare for a FEP.

(c) Continued COMCARAIRWING integration with increased complexity of integration drills.

23. FEP. 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 the ship's readiness and ability to sustain readiness through self-training. ATG will observe and assess aggregate shipboard watch standing, war fighting, 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 advanced phase. The COMCARSTRKGRU will recommend to the TYCOM to authorize advance phase training (APT) when the CVN is ready to be considered for it.

a. FEP Key Elements

(1) Conducted in two phases:

(a) Phase I consists of the ship operating in a hostile environment. The ship is expected to conduct limited or no flight operations, 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 GQ; 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 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 to prevail against all likely aggressors and achieve the mission.

(b) Phase II consists of the ship operating in a hostile environment. An escalating series of events will require the ship to go to GQ. 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 to ensure that the overall mission is not compromised and that war fighting capability is recovered where possible.

(2) Ship's ITT will develop and conduct FEP with COMCARSTRKGRU guidance and ATG-assist.

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

(4) The tailored scenario will include war fighting 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 that will evaluate the ship's ability to survive and recover from significant battle damage.

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

(6) Watch teams presented must be on a command approved watch bill. Transitions between conditions of readiness are at the CVN CO's discretion.

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

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

(9) ATG will evaluate all events and assign grades per the relevant TACs to those events in the T and R Matrix. This score will form part of the overall basic phase grade. The T and R Matrix is provided at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/default.aspx/.

b. Responsibilities for conduct of FEP

(1) TYCOM. Monitor FEP completion.

(2) The COMCARSTRKGRU will:

(a) Act as the senior observer. The senior observer will resolve questions concerning the conduct of the evaluation.

(b) Assist ship in procuring required services and coordinate aircraft, vehicles, and boats embarkation.

(c) Review SOE presented by the CVN.

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

(3) The ATG will:

(a) Develop and deliver background information required for the ship and COMCARSTRKGRU to construct TSTA and FEP scenarios. This package will include geo-political, electronic order of battle, naval order of battle, required services, etc. To provide realism and complement the scenario, ATG will assist ship's CSTT to coordinate intelligence data including source, time sensitive data, and exercise messages.

(b) Provide personnel for the TSTA and FEP team and coordinate scenario and SOE

tailoring with the ship's ITT. The senior ATG representative will report directly to the senior observer.

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

(d) ATG CVN TLO or designated representative will provide the COMCARSTRKGRU, 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 COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/COMNAVAIRPAC/default.aspx/.

(4) The CVN CO will:

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

(b) 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 and FEP. CIWS firing keys will be removed or key custody procedures in place and if ESSM, NSSM, and RAM loaded, the safe and operate plugs are removed.

(c) At a minimum, provide a copy of the documents listed in paragraphs 22b(4)(c) through (e) (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 and II and III watch bills, training team designations and a list of the ship's standard simulations.

(d) Obtain operating area clearance and request required services to support TSTA and FEP.

(e) Conduct pre-TSTA and FEP briefings as required.

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

24. Basic Phase Completion Grade. The ship's basic phase completion will reference all graded sub-events listed in the basic phase column in the T and R Matrix along with all required ICAVs. These sub-events are completed during: flight deck and CATCC certification, CART II, TSTA in port, TSTA I, II, and 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 the T and R Matrix 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 periodicities, underway training opportunities and personnel turnover. However, on average, a ship will maintain a steady upward progression until attaining sustainment phase experience requirements.

25. APT Events. Provides an opportunity to hone advanced TTPs with other units from all TYCOMs (as applicable) and conduct mission-specific training to meet CCDR or NFC mission requirements while maintaining proficiency attained in basic phase and must include:

a. Strike group tactical training continuum requirements, to include group and warfare commander training, individual training, and team trainers, as delineated in COMUSFLTFORCOM/COMPACFLTINST 1500.49B.

b. All required repetitive exercises, training, inspections, certifications, assessments, and visits.

c. CSG group sail all staffs, units, and detachments assigned. For CVN and assigned COMCARAIRWING, CSG group sail is executed concurrently with final 10-days of CVN, COMCARAIRWING TSTA and FEP.

d. Deploying strike group interoperability testing will be executed concurrently with CSG group sail.

e. All required COMCARAIRWING training through Airwing Fallon. Commander, Naval Aviation Warfighting Development Center is designated officer conducting exercise for fleet-wide execution for Airwing Fallon.

26. Integrated Training Events

a. 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 COMCARSTRKGRU 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, COMCARSTRKGRU decision makers and watch standers build the foundation for performing their anticipated deployed mission.

b. Force Protection Exercise. Consists of a four-day in port SOE-driven exercise to certify the strike group in antiterrorism and force protection (ATFP) 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 COMCARSTRKGRU ability to detect, deter, and deny terrorist activities.

c. 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 anti-submarine warfare, surface and underwater warfare (SUW), strike and air department (AD), theater ballistic missile defense, and TTP while validating operational tasking supplements (OPTASK SUPPS) and pre-planned responses (PPR). FST-WCs are single, dual, and multi-warfare focused, scripted scenarios. This event may be designated a joint national training capability (JNTC) and 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 COMCARSTRKGRU assigned units. FST-WC provides the opportunity to establish communications and link connectivity as well as develop a common operating picture (COP), all while tactically executing a common mission in a scenario less complex than an FST-group commander (FST-GC).

d. 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, aboard fleet units using a tailored battle problem distributed from the tactical training group (TTG) and FDNF battle lab. The primary focus of training is the COMCARSTRKGRU staff, warfare NMET and joint tactical terminal based training objectives, concentrating on the execution of plans, tactics, and procedures through scenario execution. TTGs mentor the COMCARSTRKGRU staff, improving readiness for integrated phase underway operations. Training audiences includes COMCARSTRKGRU warfare commanders, COMCARAIRWING staffs, and all COMCARSTRKGRU assigned units. FST-GC builds on the group commander training scenario that leads into the COMPTUEX scenario; providing the opportunity to establish the battle rhythm, command, control, communications, computers, cyber and intelligence connectivity; develop the COP; and practice tactical digital information link (TADIL) coordination, while tactically executing a common mission and scenario. This event may be designated a JNTC and coalition event.

e. FST-Joint (FST-J). This applies to any FST event that rises to the criteria specified for a Joint Forces Command and JNTC event, and is designated as a joint event by JNTC and Joint Warfighting Center. FST-J is normally three to five days, and may satisfy FST-WC, GC, and FST-sustainment (FST-S) and F criteria based on achieved NMETs and Joint METs objectives. FST-J may be used for operational level Joint Force Maritime Component Commander (JFMCC), Joint Task Force Headquarters training when appropriate or required. This exercise is eligible for coalition participation.

f. COMPTUEX. COMPTUEX is an 18-day SOE-driven exercise and a three-day final battle problem (FBP). It is conducted and directed by COMCARSTRKGRU FOUR and FIFTEEN, and is focused on developing the CVN and COMCARAIRWING team into a cohesive unit and, if additional assets are available, integrating these units into the deploying COMCARSTRKGRU. In addition, the CVN and COMCARSTRKGRU team and available COMCARSTRKGRU units will develop basic war fighting proficiencies and coordinate COMCARSTRKGRU operations that will be required during the sustainment training phase. The deploying COMCARSTRKGRU closely monitors the progress of the CVN and COMCARAIRWING team. Integration of the deploying COMCARSTRKGRU staff with the COMCARSTRKGRU FOUR and FIFTEEN staffs occurs at COMPUTUEX outset.

g. FBP. The culmination of COMPTUEX is a three-day exercise monitored and assessed by COMCARSTRKGRU FOUR and FIFTEEN. It is designed to stress the COMCARSTRKGRU staff, CVN, COMCARAIRWING, and COMCARSTRKGRU units across all warfare areas. When proficiency is demonstrated, COMCARSTRKGRU FOUR and FIFTEEN will submit a recommendation to the NFC on the COMCARSTRKGRU's readiness for the next phase of training.

h. Combat Operations Efficiency (COE) and Blue Water Certification

(1) COE is conducted by COMCARSTRKGRU FOUR and FIFTEEN during COMPTUEX for CONUS CVNs and every two years for the FDNF CVN. COE determines when the CVN and COMCARAIRWING team is certified to operate in a "no-divert" field environment. COE is evaluated by COMCARSTRKGRU FOUR and FIFTEEN as well as the COMNAVAIRPAC and COMNAVAIRLANT Aircraft Handling Teams, CATCC, and landing signals officer teams. Satisfactory completion is a requirement for COMPTUEX.

(2) During COE, the CVN will conduct the exercises listed in subparagraphs 26h(2)(a) through 26h(2)(l) sub-events:

(a) MOB-A 1018, Air Traffic Control – Flight Operations.

(b) MOB-A 1041, Change Day Plan (CDP) Change – Day.

(c) MOB-A 1042, CDP Change – Night.

(d) MOB-A 1061, Rig MOVLAS – Station 1 – Day.

(e) MOB-A 1062, Rig MOVLAS – Station 2 – Day.

(f) MOB-A 1063, Rig MOVLAS – Station 3 – Day.

(g) MOB-A 1071, Rig Barricade – Day.

(h) MOB-A 1071, Rig Barricade (Loss of LP Air) – Day.

(i) MOB-A 2031, Aircraft Crash/Fire – Flight Deck (Phase III).

(j) MOB-A 2035, Rig MOVLAS – Station 1 – Night.

(k) MOB-A 2036, Rig MOVLAS – Station 2 – Night.

(l) MOB-A 2037, Rig MOVLAS – Station 3 – Night.

(3) Coordinate with COMCARSTRKGRU FOUR and FIFTEEN for the specific SOE.

i. Deployment Certification. Deployment certification is the culmination of training attained when a group and its associated staff and units are trained, assessed and certified to its required capability for MCO. Requirements are further defined in COMUSFLTFORCOM/COMPACFLTINST 3501.3E and COMUSFLTFORCOM/COMPACFLT 111800Z Feb 14 joint naval message.

j. POM. Once a group has achieved deployable status, the group will normally return to port for a period of POM prior to deployment.

k. For extended maintenance or non-operational periods during the integrated phase, review table 3-5 for fast cruise, dock trials, and ST requirements.

27. Sustainment Training Events. 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 METs to minimize operational risk. The extent of the sustainment training will vary depending on the length of time a unit has been in surge readiness status, as well as the anticipated tasking.

a. 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 and FDNF battle laboratory. The primary training audience is COMCARSTRKGRU 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 and scenario. This event may be designated a JNTC and coalition event and is scalable between a WC-level or higher event depending on proficiency requirements.

b. FST-Force (FST-F). An integrated and 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 aboard fleet units and applicable shore sites using a tailored battle problem distributed from the TTG and FDNF battle labratory. The primary training audience is the JFMCC, Joint Force Air Component Commander, Theater Anti-Submarine Warfare Commander, COMCARSTRKGRU 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 and scenario. Participation in a FST-F can satisfy the WC and GC requirement. This event may be designated a JNTC and coalition event.

c. CART I. 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 WTRP depicting how personnel will be trained to fill each billet. Requests for school quotas will be transmitted to quota control authorities with sufficient time to ensure confirmed quotas for attendance are secured prior to beginning the maintenance availability period. It is also required that each CVN captures lessons from the sustainment phase by conducting a review of 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 to validate findings from the original CART I. This second CART I will ensure that new or modified equipment and systems installed or upgraded during the overhaul have been properly captured in the schools, Navy Enlisted Classifications (NEC) and maintenance phase training plans. WTRP shortfalls identified during CART I will be documented on the CSDL.

d. SUSTEX. During the sustainment phase, a SUSTEX may be required to sustain CORE skills, maintain COE certification, demonstrate the ability to operate as part of a joint, multinational, and interagency force, and ensure proficiency is maintained in all NMETs. COMCARSTRKGRUs are responsible for conducting sustainment training events to maintain group and unit certifications and readiness levels attained during the final employment certification.

e. ULTRA-S. 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 training events that must be maintained as required per the T and R Matrix 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 separately from any required SUSTEX, or run concurrently.

(1) ULTRA-S also provides the COMCARSTRKGRU staff a mid-cycle opportunity to observe, assess, and evaluate shipboard watch standing, warfighting, and survival proficiencies while sustaining requisite readiness levels. DC, medical, and deck readiness are the main focus areas where specific ULTRA-S training and assessment is required during sustainment phase.

(2) The COMCARSTRKGRU, 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.

(3) The content of the evolutions during ULTRA-S are at the discretion of the COMCARSTRKGRU staff, but must be sufficient to maintain sustainment phase training experience and performance requirements in the T and R Matrix. If sustainment phase

periodicity is broken for any reason, then the expectation is that mandated basic and IPT evolutions for that event will be completed before the CVN deploys again.

(4) For extended maintenance or non-operational periods during the sustainment phase, review table 3-5 for fast cruise, dock trials, and ST requirements.

28. Limited Team Training (LTT)

a. 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 preparations for strike group operations. In port periods throughout basic phase will be used to qualify team members. These periods will also be used to refine and develop drill guides and scenarios.

b. LTTs are intended to assist the CVN with 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 the 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.

c. 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 by ATG, although manpower resources are limited and cannot guarantee filling every request.

d. 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 CVNs and COMCARSTRKGRU to reschedule.

e. 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 guidance found in paragraphs 27e(1) through (2) is provided:

(1) LTT requests must be sent to ATG via naval message. Informational copies will be provided to homeport ATG, COMCARSTRKGRU, and TYCOM N7.

(2) LTT requests must specify desired warfare training area. Requests via SIPRNET will include training objectives, specific dates requested, primary and secondary desired dates and times, identify underway and in port days, locations, and give details for arrangements to pick up and drop off SMEs. This will ensure ATG allocates proper manning based on current schedule and future training requirements. A sample message can be found at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

29. AT and FP Training and Certification. During the AT and FP certification process, the ship

continuous proficiency in AT and FP warfare areas. Details of the phased AT and FP training and certification process are available at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.\

30. Fleet Replacement Squadron (FRS) CVN Qualification (CQ) and Training Command (TRACOM) CQ. The CVN may be tasked to support FRS and TRACOM CQ periods following flight deck certification. The FRS CQ and TRACOM evolution 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.

31. FST and Non-FST

a. Battle Force Tactical Training (BFTT) System

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

(2) During the basic phase, the ship will demonstrate proficiency by conducting complex scenarios utilizing embedded trainers (BFTT and battle force electronic training (BEWT)). BFTT will be utilized to complete conditions III and I combat systems driven scenarios. The ship's CSTT will refer to the ATG complexity matrix to determine required complexity for conditions III and I scenarios. BFTT will be the primary device utilized for all combat systems in port training events.

(3) BFTT is a highly flexible system essential to the ship's ULT, FST, and COMCARSTRKGRU training. It supports joint and allied exercise interoperability and provides the ITT, CVN CO, ATG, and COMCARSTRKGRU 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 environment that is realistic or close to realistic and capable of expanding tactical decision making and coordination of ships weapons, organic assets, and non-organic assets.

(4) BFTT use in conducting training scenarios is mandatory. Required utilization is 10 hours per month. Current authorized scenarios used for reporting will be provided by ATG. The combat systems officer (CSO), command duty CDC officer and training officers will coordinate scheduling.

(5) Ships conducting combat systems training with BFTT are not authorized to control aircraft due to possible navigational errors caused by the BFTT navigation simulator. This also applies to uploading navigational data to any aircraft getting ready to launch. Flight operations are restricted to daytime visual flight rules during BFTT training.

(6) Appropriate technicians must be trained and attend required BFTT schools:

(a) BOPC Course S-221-4005, (For New Construction Crews).

(b) Self-Assessment and Groom Training for Basic Phase Training.

(c) BEWT S-102-0045.

b. FST

(1) Paragraphs 10b through 10g provide a general overview of FST events. Details of unit, warfare commander, COMCARSTRKGRU and joint FST events are provided in paragraphs 26 and 27 of this chapter.

(2) 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 and multi-warfare in port training into the 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 OFRP.

c. The FST training program begins during OFRP basic phase ULT at a basic exercise level. FST becomes progressively more complex and challenging as a COMCARSTRKGRU progresses through OFRP. During basic phase ULT, FST-U exercises are available in applicable warfare areas so that units can develop and maintain proficiency. They provide an opportunity to master skills prior to participating in COMCARSTRKGRU events in the integrated training phase. The COMCARSTRKGRU uses FST events to train the COMCARSTRKGRU in multi-unit, multi-warfare events. The FST series culminates in sustainment phase training for COMCARSTRKGRUs in multi-mission planning and execution.

d. The execution of OFRP events using the NCTE distributed scenario architecture is part of an effort to improve training effectiveness and efficiency through the use of modeling and simulations (M and S) systems. The goal of M and S is to support an FST plan with repeatable, sustainable and scalable architecture that can accommodate units through COMCARSTRKGGRU 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 will strive to incorporate new M and 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 TYCOM N7.

e. The COMCARSTRKGRU will monitor unit participation and performance in all FST events.

f. Ensure units have satisfactorily completed FST-U prior to participation in integrated exercises.

g. Ensure FST events for subordinate units are scheduled and listed on the scheduling web site at: http://www.nsstraining.net/mainpage.html/.

32. Navigation Training

a. Officer of the Day (OOD) LOK Examinations. CO must ensure that a written OOD LOK exam is part of the OOD Underway qualification process. OOD must achieve a score of 88 percent or better on a proctored rules of the road (RoR) exam.

b. Major Topside Watch Re-Qualifications

(1) Previously qualified watch standers from other platforms will stand under instruction watches before being formally re-qualified.

(2) Supervisory watches will be re-boarded by the CO.

(3) Re-qualifications will be tailored to the watch stander's previous experience and proficiency.

c. Bridge and CDC Equipment Updates

(1) The CO will ensure all watch standers are familiar with new bridge equipment installs.

(2) This familiarization will be formally documented.

d. RoR Examinations

(1) RoR examinations will be given monthly.

(2) Personnel required to participate are all personnel who are directly involved in navigation or contact management and stand watch on the bridge, TOP, CDC, and lookouts.

(3) Supervisory watches must attain a score of 88 percent or better, all other watch stations must attain a score of 80 percent or better. Watch standers not achieving required scores will be remediated until a passing score can be achieved.

e. Navigation, Seamanship, and Ship-Handling Trainer (NSST) Requirements

(1) Basic Ship Handling (BSH)

(a) BSH is offered annually for all officers who have not completed the BSH course.

(b) Additional attendance is required at CO's discretion.

(2) Bridge Resource Management (BRM)

(a) BRM is conducted two times during OFRP.

(b) It is required for all bridge, CDC, and TOP watch standers.

Note: Until NSST capacity and availability can support, attendance will be prioritized by the CO.

(3) Special Evolutions Training (SET) (with Contractor Support)

(a) Annually, 40 hours of SET are required.

(b) Watch stander SET attendance is at the discretion of the CO.

f. Immediate Superior in Command (ISIC) NSST Evaluations. ISIC NSST evaluations are held at the discretion of the CO or ISIC based on bridge, CDC, and TOP watch stander turnover.

(1) Change of Command Assessment

(a) Must be done within 30 days of change of command.

(b) Personnel required to participate will include one condition III bridge and TOP/conning (CONN) watch standers to the maximum extent possible.

(2) End of Maintenance Phase Assessment

(a) End of maintenance phase assessment is required prior to sea trials in NSST.

Note: The end of maintenance phase assessment will not replace the underway ISIC navigation assessment that is completed during sea trials.

(b) Personnel required to participate will include one condition III bridge and TOP/CONP watch team used to the maximum extent possible.

(c) The focus is on safe navigation in and out of homeport.

(3) Pre-Deployment Assessment

(a) A pre-deployment assessment is required within 90 days of deployment.

(b) Personnel required to participate will include one condition III bridge and TOP/CONN watch standers used to the maximum extent possible.

(c) The focus is on safe navigation in high traffic density transits (Strait of Malacca, Singapore Strait, etc.).

(d) ISIC NSST watch team evaluation grade sheet will be utilized for evaluating NSST performance and maintained by the ISIC for the current OFRP cycle. A copy of the grade sheet must be provided to CO to tailor future SET training evolutions to focus on correcting shortfalls. ISIC NSST watch team evaluation grade sheet is available on the COMNAVAIRPAC N7 sharepoint site.

(4) Corpen November Training (CN)

(a) Within 45 days of the first scheduled training CN event, CVNs will complete simulator training. The bridge watch standers (CO, OOD, junior officer of the deck/CONN, master helmsman) participating in the live event shall be part of the simulator training and the training will be conducted using the CN standard procedures outlined in "COMUSFLTFORCOM P4 - Unrep Corpen November authorization to return to training." Exercises should be conducted with course changes in two degree steps. Events consist of course changes of at least five degrees in both directions.

(b) Ships that expect to conduct refueling operations with allied partners shall also demonstrate no fewer than one CN event in the simulator for ATP-1 method Alpha and Bravo, and no fewer than two CN events for method Charlie (Day) and Charlie (Night).

(c) CVNs that are deployed and do not have access to simulators are still permitted to conduct CNs for training if approved by the NFC. For deployed CVNs, utilize Seamanship and Navigation Training Team (SNTT) with watch stations and practice CN procedures outlined in "COMUSFLTFORCOM P4 - Unrep Corpen November authorization to return to training," and report intentions to conduct a training CN through operational chain of command.

g. Simulators. Simulators are available for instruction in and exercise of BRM and special evolutions.

h. FCAs. Yokosuka and Sasebo, Japan; Pearl Harbor, Hawaii; Everett, Washington; San Diego, California; and Mayport, Florida serve as FCAs. Additional information may be found on the scheduling HIP: http://www.nsstraining.net/mainpage.html/.

i. Web Site Support. Additional details about navigation simulator training can be found at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

j. Code for Unplanned Encounters at Sea (CUES). Training will be conducted to ensure all U.S. Navy Forces are able to communicate effectively and continue to operate safely with Western Pacific Naval Symposium member navies at sea per established international laws, norms and standards, including CUES. At a minimum, CVNs will conduct CUES training once per OFRP during basic unit level phase training to ensure watch teams attain a solid understanding of CUES. Additional CUES training will be ruled required to maintain CUES proficiency throughout the entire OFRP. Watch standers' completion of CUES training will be documented utilizing the Random Access Data Modulation (RADM) program. Additionally, completion of CUES training will be documented in the CO's pre TSTA and FEP ready-to-train letter presented to the ATG TLO during the TSTA and FEP in-brief. CUES documents and required training can be accessed for download at the COMPACFLT Maritime Operations Center web site and at the CTF-80 collaboration at sea (CAS) page, respectively at: http://www.pr.cas.navy.smil.mil/navy/cpf/home.nsf/main.html/, and http://www.uar.cas.navy.smil.mil/fleet/usff/site.nsf/main.html/.

33. Reactor Department Training

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

b. The periodicity of operational reactor safeguard examination (ORSE) and post overhaul reactor safeguard examination is governed by Office of the Chief of Naval Operations (OPNAV) and Fleet Commander instructions. Approval of Chief of Naval Opetations (CNO) and Director, Naval Nuclear Propulsion is required to extend the interval between examinations beyond 15 months. For CVNs, COMNAVAIRPAC has determined that, to maximize scheduling flexibility during the OFRP, ORSE will normally be scheduled during the homeward bound transit from deployment with the subsequent ORSE typically falling after COMPTUEX. 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. 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.

c. These drills and evolutions will 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, will 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 propulsion plant drill team (PPDT) and the CSTT in evaluating the restoration effort.

d. 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.

e. 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 LOK within the department.

34. Monthly in Port Training Exercises (MITE)

a. General. Regularly scheduled MITEs provide specific mission area training opportunities to sharpen unit level skills and operator proficiency in place of conducting equivalent live events underway. Participation in scheduled MITEs is required as a means to maintain and build proficiency during in port periods. CVN training officers with coordination with combat systems and operations departments' leadership must schedule and participate in as many inport training opportunities as required to maintain tactical and operational proficiency at the highest levels based on ship's availability and schedule. CVNs must participate in all MITE events that are supported by ship conditions. All CVNs in port are considered to be MITE participants and required personnel will attend the MITE in-brief at ATG. If ships are unable to participate in any MITE events due to basic phase training requirements, systems maintenance, or systems casualties, ship training officer must send a waiver request via message or e-mail to COMNAVAIRPAC and COMNAVAIRLANT N7 and N6 POCs by the 22nd of the month prior to the month of the scheduled MITEs, detailing the specific reasons for a ship's inability to participate in each event for which excusal is being requested, and stating, which missed events will be trained by cross-deck. Regularly scheduled group inport training events will be organized by a designated in port training coordinator (ITC) as shown in figure 3-7 below:

FCA	ITC
San Diego	ATG PAC
Pearl Harbor	ATG MIDPAC
Yokosuka	ATG WESTPAC
Everett/Bremerton	ATG PACNORWEST
Norfolk	ATG LANT

Figure 3-7 Regional ITCs

Note: Definitions for acronyms in figure 3-7 are: Pacific Fleet (PAC), Mid-Pacific (MIDPAC), Western Pacific (WESTPAC), Pacific Northwest (PACNORWEST), and Atlantic Fleet (LANT).

b. ITC Duties. The ITC is responsible for scheduling and coordinating in port training exercises called for in the T and R Matrix.

(1) The ITC and commands assisting in the execution will determine the final extent 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.

(2) 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.

(3) The OCE will ensure appropriate documentation required to support each series of exercises (e.g. general operational, pre-exercise, CONOPS) is implemented as necessary. The OCE will submit a post-exercise report that identifies the level of training accomplished and suggested areas for improvement to the ITC and event participants.

(4) The ITC will assemble data reflecting ship participation and forward a quarterly summary report to COMNAVAIRPAC and COMNAVAIRLANT.

c. COMCARSTRKGRU Duties. COMCARSTRKGRUs are encouraged to ensure all CVNs 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 and certification and installs compromise physical ability to participate.

d. 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 will be encouraged to cross deck to a neighboring ship to participate in scheduled training if maintenance, installation, or other industrial work makes participation aboard 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 geared toward maintaining watch team and training team proficiency.

35. CATCC Team Training. CATCC team training is conducted during the maintenance phase of OFRP. The CATCC team training course (C-222-2017) is conducted at Naval Air Technical Training Center, Pensacola, Florida. CATCC will attend team training per the figure 3-8; CATCC team training requirements.

CATCC Team Training Requirements				
	120> X	120<X<180	180<X<720	720<X
#Times Attend TT Required	None	1	2	3
1-3 Months Prior to Fast Cruise		Yes	Yes	Yes
3-5 Months Prior to Fast Cruise			Yes	Yes
6 Months Prior to Fast Cruise				Yes
X = Number of days since last CASE III Launch and Recover Operations				

Figure 3-8 CATCC TT Requirements

Note: Additional CATCC team training sessions are highly encouraged 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 will be coordinated through the appropriate training and readiness office.

36. Protective Measures Assessment Protocol (PMAP). PMAP use is mandatory for all at sea training and testing events. It provides standard, approved operating protective measures, policies and planning tools to CVN COs to aid in conducting ULT with minimal environmental impact. CVNs will comply with guidance provided in OPNAVINST 5090.1D, SECNAV M-5210.1, and COMNAVSURFFOR/COMNAVAIRFORINST 5090.1 during all operations. PMAP (CAC enabled) web site can be found at: https://eims3.sscno.nmci.navy.mil/pmap/.

37. CDC Team Training (Ship's Self Defense System)

a. General. Advance warfare trainer (AWT) course will be executed once the ship is out of maintenance environment and scheduled before TSTA and FEP. The AWT course is broken down in three parts with each phase requiring five days of instruction.

(1) Phase I Self-Assessment Course CIN: A-102-0173. The phase I self-assessment course provides grooming and training focusing on system maintenance and integration of Ship Self-Defense System, BFTT, sensors and weapons per Combat Systems Operational Sequencing System, PMS, and technical publications.

(2) Phase II Individual Operation Training Course CIN: A-121-0059. The phase II

individual operation training course provides operating training for watch standers and watch teams. It focuses on watch station TTP for weapons system employment, and team cohesiveness. Complete "kill chain" and "detect-to-engage" element proficiency.

(3) Phase III AWT Course CIN: A-121-0061. The phase III AWT course is one week of aboard scenario training for watch standers and watch teams utilizing ship battle orders and fleet OPTASKS pre-planned responses.

b. The ship will utilize its own ship sensors, equipment, and BFTT during all three training phases. 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 Overall Combat System Operability Test during phase I training.

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

38. CVN-TOC Team Training. CVN-TOC training will commence at the completion of the maintenance phase and will be evaluated at several points during the basic phase. These evaluations will be conducted by the CV-TSC Ashore Mobile Training Team (MTT) and must be requested by the ship via naval message. The MTT will conduct evaluations during crew cert phase III, CART II, TSTA, and FEP. In addition to these evaluations each CVN is required to request the MTT to perform at least 1 LTT event during the basic phase prior to TSTA/FEP.

a. Additional Basic Phase Requirements

(1) AN/SQQ-34 (CV-TSC) operator refreshment course required for six OM division personnel.

(2) AN/SQQ-34 (CV-TSC) maintenance refreshment course required for two OM division personnel.

(3) Naval Aircremen Tactical-Helicopter and Naval Aircrewmen Operator assigned to support the CVN are required to attend the operator refreshment course during either crew cert phase III, CART II, or the LTT event. If unable to attend a deviation or waiver must be requested from TYCOM.

b. CV-TSC ashore MTT will be responsible for providing operator and maintenance refreshment courses. These courses can be taught in conjunction with crew cert phase III, CART II, or the requested LTT.

39. In-Service Aircraft Carrier Program Manager (PMS-312) Mini-Camps

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

(1) Electronic Steam Controls.

(2) CVN Compressed Air Systems (MARC 350A LPAP, CAP-12 SSAC, SAUER HPAC).

(3) Oxygen-Nitrogen Systems (includes O2 Vacuum Swing Absorption and Gaseous Nitrogen Generator).

(4) Radar Tank Level Indicators.

(5) Turbine Generator Automatic Voltage Regulators.

(6) MIOX-Mixed Electrolytic Disinfectant Generator.

(7) A and C Chlorinators.

(8) Aircraft Electrical Servicing System.

(9) TRI-TEC Valve Actuators (CVN 77).

(10) Vacuum, Collection, Holding, and Transfer (VCHT) (CVN 77).

(11) 400 Hertz (Hz) Solid State Frequency Converters (CVN 77).

(12) Advanced Degaussing (CVN 77).

(13) Warping Capstans (CVN 77).

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

40. High Frequency Mobile Communication Network Training (HF MCN). All CVNs in port are nominated and must successfully participate in MITE unless excused by COMNAVAIRPAC and COMNAVAIRLANT via naval message or e-mail to the applicable FCA ATG and

TYCOM. To achieve basic phase certification, the CVN must present grade sheets documenting a 90 percent or higher grade achieved during a recently completed (no more than 60 days) HF MCN MITE event. Refer to SIPRNET 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.

41. CSDL

a. The CSDL is a spreadsheet used to track discrepancies identified throughout the OFRP. The spreadsheet is used to track restrictive and major and minor discrepancies that 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. 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 will be annotated in the CSDL.

b. An updated copy of the CSDL will be provided by the ship to the TYCOM, via the COMCARSTRKGRU at the completion of each basic phase OFRP event. The goal is to minimize the discrepancies to ensure maximum training readiness. Additionally, the ship will

provide mid-month update reports to the TYCOM via the COMCARSTRKGRU until the ship is certified MCO-ready (or until final resolution of all discrepancies listed on the CSDL).

c. A sample CSDL may be obtained from COMNAVAIRPAC HIP under N7 Directorate at: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

42. Discrepancy Categories Defined. The definitions found in this paragraph apply for all OFRP events except crew cert. Specific crew cert restrictive, major, and minor definitions can be found in paragraph 13 of this chapter.

a. Restrictive. Those discrepancies that preclude safe operation of the CVN are defined as restrictive. The CVN will not proceed with training continuum until restrictive discrepancies are corrected. Restrictive discrepancies will be cleared by COMCARSTRKGRU.

b. Major. Those discrepancies that are not restrictive or minor, but which impact training or operations are defined as major. 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 will be cleared by COMCARSTRKGRU. Multiple major discrepancies may prevent a CVN from advancing to the next phase of the training continuum.

c. Minor. Those discrepancies that do not affect proper operation of the ship are defined as minor. CVN can continue with training continuum. Minor discrepancies will be corrected as soon as practical. Minor discrepancies can be cleared by COMCARSTRKGRU or ship's force.

43. EOMR Requirements

a. Paragraph 42 of this chapter provides reporting requirements for specific portions of the OFRP. Additional information and sample message formats are available at COMNAVAIRPAC HIP at: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

b. Prior to returning to home port from a normal or surge deployment the CVN will send a message to the COMCARSTRKGRU commander reporting CART I completion. Informational copies will be sent to the TYCOM, NFC, and ATG.

(1) The CART I completion message will provide a preliminary schedule of major training events to be accomplished during the OFRP.

(2) The COMCARSTRKGRU will send a CART I endorsement message to the TYCOM and NFC.

(3) The CART I completion message will provide assessments of:

(a) Ship's ITT organization and effectiveness.

(b) Training and assessment cards.

(c) Ship's WTRP, utilizing the reports found in subparagraphs 42b(3)(1) through 42b(3)(5):

(1) NEC-producing schools from FLTMPS. The report is titled "FLTMPS command 12-Month training plan for NECs" located in the drop down menu at: https://ntmpsweb.ncdc.navy.mil/FLTMPS/Personnel/Training Officers/Command12Month Training Plan/NEC/.

(2) Non-NEC schools required by FLTMPS. "FLTMPS command 12-month Training Plan for CINs (non-NEC) Training vs TYCOM Requirements" located in the drop down menu at: https://ntmpsweb.ncdc.navy.mil/FLTMPS/Personnel/Training Officers/Command12MonthTrainingPlan/CIN/.

(3) Enlisted Distribution and Verification Process Report. See BUPERSINST 1080.54.

(4) Officer Distribution Control Report (ODCR). See BUPERSINST 1301.40C. To retrieve a unit's ODCR, access via BUPERS online at: https://www.bol.navy.mil/NAVPERS Legacy/Individual Personnel Tempo (ITEMPO)/.

(5) Long Range Training Plan (LRTP) including:

(a) Temporary additional duty training and administration of the reserve requirements.

(b) Required schools.

(c) Required training team.

c. CART II. ATG will report the results of CART II to the COMCARSTRKGRU using EOMR samples. COMCARSTRKGRU will send CART II EOMR to TYCOM within seven days of event completion. CART II EOMR samples are provided at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

(1) The message will include a list of major discrepancies and training concerns resulting from the CART II assessment, including:

(a) Assessment of the ship's ongoing training programs.

(b) Assessment of the ship's ITTs ability to brief, execute, and debrief complex drill sets.

(c) Assessment of ITT and watch standers' level of proficiency and readiness to train in each mission area.

(d) Recommendation regarding emphasis for upcoming ULT (as appropriate).

(e) Identify resources required to complete basic phase training events (i.e. commercial air services, range services, Non-Combat Expenditure Allocation.

(2) The CART II message will provide a schedule for completing remaining basic phase training and ICAVs required during basic phase ULT.

(3) All discrepancies noted during CART II will be added to the CSDL.

d. TYCOM Basic Phase Completion Risk Report. The TYCOM will provide a phase completion risk report if a unit is at risk of failing to complete 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, information copy to COMUSFLTFORCOM and COMPACFLT using the message template available at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

e. TSTA and FEP. ATG will report completion of TSTA and FEP to the COMCARSTRKGRU with info copies to the CVN and TYCOM. The report will 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 COMCARSTRKGRU will report the completion of ULT to the TYCOM within two working days. Informational copies will be provided to COMCARSTRKGRUs FOUR and FIFTEEN and NFCs. The COMCARSTRKGRUs report will include a plan of action to correct any deficiencies or accomplish missed training noted by ATG.

f. TYCOM Basic Phase Completion Report. TYCOMs will document completion of the basic phase and report that a unit is ready to proceed to the next level of fleet training using the message template in appendix C of COMUSFLTFORCOM/COMPACFLTINST 3501.3E.

(1) The report must be submitted within one week upon completing the basic phase.

(2) Additionally, if basic phase requirements are not complete, TYCOMs must provide detailed status and mitigation plan. Upon completion of the mitigation plan, TYCOMs will report that exceptions have been completed.

g. Advanced Phase Completion Message. The TYCOM or COMCARSTRKGRU FIFTEEN will send a certification recommendation message to COMUSFLTFORCOM or Commander, U.S. THIRD Fleet (COMTHIRDFLT) documenting any outstanding advanced phase training a staff or unit was unable to satisfactorily complete, signifying staff or unit as "training incomplete" and identifying any appropriate mitigation requirements with pathway to resolution. This certification expires at the end of deployment.

h. Integrated Phase Completion Message. COMCARSTRKGRU FIFTEEN, and applicable TYCOM will send a certification recommendation message to COMUSFLTFORCOM or COMTHIRDFLT documenting any outstanding integrated phase training a staff or unit was unable to satisfactorily complete, signifying staff or unit as "training incomplete" and identifying any appropriate mitigation requirements with pathway to resolution. This certification expires at the end of deployment.

44. Assessment of the OFRP. Employment and deployment certification authorities must continually evaluate Navy forces using appropriate capability standards. Fleet performance assessments inform employment and deployment certification decisions, provide performance data to assist in development of sustainment training, and focus on areas where Commander, U.S. SECOND Fleet; COMTHIRDFLT; Commander, U.S. FIFTH Fleet; Commander, U.S. SIXTH Fleet; Commander, U.S. SEVENTH Fleet (COMSEVENTHFLT); and TYCOMs may improve mission area readiness.

CHAPTER 4
SHIPBOARD TRAINING

1. Training Program Overview

a. The execution of a training program requires careful organization and scheduling in addition to proper administration of program content and scope.

b. To effectively monitor the training program's progress, comprehensive evaluation, systematic recording and reporting procedures must be established ship-wide.

(1) The U.S. Navy Standard Organization Regulations Manual (SORM), OPNAVINST 3120.32D, provides functional guidelines for division, department, and ship training programs.

(2) Personnel Qualification Standards Program, OPNAVINST 3500.34G, and Unit Coordinator's Guide, NAVEDTRA 43100-1M, provide detail administrative requirements for the PQS Program. PQS is an important subsystem of the command's overall training program, designed to be tailored to each individual's particular watch standing requirements.

(3) Guidelines provided in the above manuals will be adapted and tailored to each ship. The goal is to ensure an adequate, responsive and realistic training organization exists for the ship, team, and individual.

2. Training Goals

a. Proficient teams are the primary shipboard unit for accomplishment of mission tasks and the individual is the basic element of a proficient team. Each Sailor must be developed individually and concurrently molded into a full team member. The divisional training petty officer will be designated in writing.

b. To achieve this goal, the ship's training program will achieve the objectives listed in subparagraphs 2b(1) through 2b(9):

(1) Develop basic skills and knowledge of sea-going naval personnel.

(2) Develop specific skills required to maintain and operate installed equipment.

(3) Develop each individual's latent talents along selective advancement paths.

(4) Develop leadership in all hands to the fullest extent.

(5) Develop the team skills required of the ships cruising, battle, DC, and primary and secondary mission area functional teams.

(6) Realize the maximum potential of the total ship, personnel and equipment systems to successfully execute primary and secondary missions.

(7) Develop tactical training for all officers and enlisted personnel.

(8) Develop personnel indoctrination of newly assigned individuals per the SORM.

(9) Encourage the training and use of Navy eLearning (NeL) assets and use of the My Navy Portal (MNP). Every member of the crew will have access to MNP at https://mnp.navy.mil/.

3. Elements of a Training Program. To maintain an effective training program, the elements listed in paragraphs 3a through 3g must be included in the ship's training methodology:

a. Training will be conducted at multiple levels, including training for individuals, supervisory watches, supervisors, and training teams.

b. Training topics will include: required administrative programs, operations, maintenance, and professional and general military training.

c. Training topics will relate to the ship's operational schedule.

d. The training schedule will be realistic and achievable.

e. Monitoring of actual training will be conducted effectively and provide feedback for continual improvement.

f. Instruction will be dynamic and conducted by knowledgeable persons.

g. Senior officers (e.g., CO, executive officer (XO), heads of department (HOD) and principal assistants) must show an active interest and involvement in the training program (i.e., presenting and monitoring training).

4. Shipboard Training Program

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

b. COMNAVAIRPAC and COMNAVAIRLANT ships will develop a training instruction that will consist of at least one long range and one short range training plan for the command and one for each department.

c. Record of drills, completed training, supervised evolutions and exercises observed for competitive purposes will be kept by each ship. Records must be kept on the nature of operational training afforded each watch team.

d. Any additional training guidance as directed by the CO.

e. Training organization is discussed in chapter 8 of the SORM.

5. LRTP

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

b. The LRTP will include:

(1) The ship's employment schedule. The LRTP will be referenced, and it may be distributed separate correspondence via SIPRNET.

(2) A list of all required examinations and ICAVs that includes both frequency for completion and primary department responsible.

(3) A list of all TYCOM required exercises, including the periodicity and the date of last satisfactory completion. A summary of TYCOM exercise requirements is provided in the T and R Matrix located on the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/COMNAVAIRPAC/default.aspx/.

(4) A list of schools and NEC requirements not located on the ship. FLTMPS is the sole source for identification of individual shipboard training requirements. The list will include individuals who hold these qualifications and their expiration of active obligated service and projected rotation date (PRD). The list will be maintained at the department level.

(5) A list of all lectures and seminars appropriate to each training group (i.e., all hands, departmental, divisional or team). This list will include, at a minimum, the fundamentals and systems topics from applicable PQS. The ship's training officer will maintain topics for all hands aboard. Department-specific training lists will be maintained at the departmental level.

c. An example of the required LRTP is provided in figure 4-1.

d. LRTP is also a comprehensive list of training events (including exercises, evolutions, courses of instruction, drills, general military training (GMT), lectures, seminars, inspections, and assist visits) that must be completed throughout the ship's operational cycle.

(1) This plan need not duplicate lists contained in other directives, but instead may simply refer to the applicable sections of governing directives.

(2) Each department must have a similar plan that lists events pertinent only to that department. The ship may combine command lists and departmental lists in one instruction.

(3) Division officers will be responsible for ensuring assigned personnel receive monthly training per departmental LRTP.

(4) The ship's training officer will ensure each department is following the ship's overall training plan.

Month	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Quarter	1st QTR FY18			2nd QTR FY18			3rd QTR FY18			4th QTR FY18		
Training Phase	Deploy	Deploy	Deploy	Deploy	POM	Ready	Ready	Ready	Ready	Ready	Ready	Ready
Location	Arabian Gulf	Arabian Gulf	Arabian Gulf	Arabian Gulf	In Port	In Port	In Port	In Port	In Port	In Port	In Port	In Port
Employment	DEP	DEP	DEP	DEP	Surge	Surge	Surge	Surge	Surge	Surge	Surge	Surge
Training												
Department Plans/Assists												
In-Rate Training												
GMT												
Division Training/OJT												
Damage Control/ 3M EEBD SCBA Egress												
Watch Stations												

Figure 4-1 Sample LRTP

Note: Definitions found in figure 4-1 for acronyms and abbreviations not already defined in previous text found are: fiscal year (FY), deployment (DEP), on-the-job training (OJT), emergency escape breathing device (EEBD), and self-contained breathing apparatus (SCBA).

6. Short Range Training Plan (SRTP)

a. This plan is the mechanism for planning, scheduling, and executing shipboard training. Effective scheduling requires careful attention to detail by the chain of command to minimize conflicts and to maximize use of every training window of opportunity. Due to the complexity and extensive involvement of all hands aboard, many training events, and the limited

amount of underway training opportunities, there must be a positive spirit of cooperation and resourcefulness when scheduling training.

b. The SRTP will include the quarterly employment schedule, the quarterly training plan, the monthly training plan and the weekly training schedule by department.

(1) The purpose of the quarterly training plan is to indicate the ship's plans that may affect the scheduling or conduct of training. Once the plan is developed, HODs will add any additional department plans, and provide a copy to each training group within the department. Training, planning, and scheduling for periods shorter than the quarter will be on a department level.

(2) Using the quarterly training plan as a guide, each division and training team will submit a proposed monthly training plan to the cognizant HODs not later than the last week of the month. This plan will indicate what training is to be conducted on specific days, where the training is to be conducted, and who the instructor and monitor will be. The HODs will keep copies of their department's monthly training plans and use the compiled package as the primary tool for coordinating the scheduling of events.

(3) Each week the HODs will provide each division and training team under the cognizance of the department a copy of the single department training schedule. The single schedule will include all training applicable to the department, including drills, demonstrations, pre-briefs and debriefs.

c. An SRTP example is shown in figure 4-2. An SRTP will be prepared from the LRTP, for the command and for each department. This schedule will cover a period of about three months. The SRTP lists exercises, drills and lectures.

Training	JAN	FEB	MAR
Exercise			
Evolutions			
GMT			
Inspection			

Figure 4-2 Sample SRTP

7. Training Records

a. The divisional training petty officer will keep training records to an absolute minimum and only needs enough documentation to show what training has been accomplished and what remains.

b. Each training group supervisor will maintain records for personnel assigned to their respective group (i.e., repair locker (RL) leaders track their assigned locker personnel; division officers will track their division qualifications; Engineering Training Team (ETT), DCTT,

SNTT, Medical Training Team (MTT), Force Protection Training Team (FPTT) and CSTT team leaders will track their team's qualifications).

c. PQS documentation will be maintained per NAVEDTRA 43100-1M, PQS Unit Coordinator's Guide.

d. Air department training jacket requirements are outlined per CVN Flight Deck/CATCC Certification Following Repair Availability/Overhauls and Extended Non-Flying Periods, COMNAVAIRPAC/COMNAVAIRLANT 3500.71D.

e. GMT will be tracked utilizing the RADM program.

f. The maintenance of training (muster) syllabuses for egress, SCBA and EEBD is required for six months.

g. Verification of all required schools per this instruction will be validated in FLTMPS.

8. Plan, Schedule, and Record Training

a. Records of completion and grade sheets for competitive exercises will be retained until the end of the competitive cycle at a minimum.

b. The T and R Matrix provides guidance in tabular form for the events and periodicities required to meet TYCOM minimum CVN training standards. The COMNAVAIRFOR TACs comprise a compendium of standards and practices for CVN training. The TACs set out details of what activity comprises each drill, when and how it is to be scheduled, conducted and scored.

c. TACs will be used for all assessments of CVN performance. They can be accessed via the COMNAVAIRPAC N7 HIP. Unless otherwise stated, the passing score for all TACs is 80 percent, however, TACs are scored differently for the crew preparation phase (including FDC) and basic phase events. During the crew "prep" phase and FDC, TACs will be graded either satisfactory ("SAT") or unsatisfactory ("UNSAT"), while using 80 percent as the determining factor. Since underway conditions are only simulated during crew preparation, and on-going maintenance hinders the training environment, sub-events cannot be graded to the MCO condition as they are during the basic phase which necessitates the need for a "SAT" and "UNSAT" determination. A "SAT" means that the crew performed the line items in the TAC as well as could be expected given the limitations placed on the ship while pier side and in a degraded state of material condition readiness due to maintenance. During basic phase events, the actual numerical score will be recorded and the sub-event will be graded for a P score. P scores by definition are graded to the MCO standard. For many sub-events, this requires being underway and the embarkation of the COMCARAIRWING to satisfy the conditions of the sub-event.

d. In the event a TAC is failed, a course of action will be devised between the COMCARSTRKGRU, TYCOM, and the ship to mitigate the failure based on resource and ATG

availability. Points for TAC event line items are “all or nothing”; no partial points are awarded for a TAC event line item.

e. The TAC is not required for completing a sub-event for experience grades (E-score). The CVN training teams have flexibility in how they conduct experience training and may use briefs, lectures, power point presentations, drill walk-throughs, or other forms of training.

f. During the basic phase (crew cert phase III, CART II, TSTA and FEP or CORE I, CORE II, ULTRA-S for FDNF) ATG is TYCOM's agent to grade the sub-events and TACs. Sub-events that must be graded outside of the basic phase and in the integrated phase (COMPTUEX) fall under the responsibility of the ISIC and COMCARSTRKGRU for evaluation. With prior coordination, COMCARSTRKGRU FOUR and FIFTEEN may grade the sub-events in COMPTUEX if feasible. ATG will also be the grading agent for CONUS CVNs that require an ULTRA-S in the sustainment phase.

9. Individual Readiness: FLTMPS Schools Completion Reporting

a. Personnel assigned to carriers are required to attend formal training for warfare and mission areas. At a minimum, 80 percent of required personnel must complete designated training in each warfare and mission area as reflected in the Navy Training and Management Planning System (NTMPS) and FLTMPS summary report. This requirement for schools “accomplishment percentage” is applicable to all carriers.

b. This directive leverages coordination between ship, COMCARSTRKGRU and training support commands (TSC) to maximize course utilization by focusing on three key areas:

(1) Meet 80 percent school course completion requirement for personnel aboard.

(2) Ensure use of command’s 12-month school LRTP and WTRP.

(3) Preclude missed training opportunities and course no-shows.

c. The formal schools' requirement (80 percent or greater completion for total required courses in each warfare and mission area) requires chain of command involvement.

(1) Training officers and division training personnel will conduct continuous review of the NTMPS and FLTMPS summary report.

(2) When classes are required, request quotas using the Enterprise Navy Training Reservation System (eNTRS) program where available at: https://main.prod.cetars.training.navy.mil/cetars/main.html/.

(3) Track course attendance to ensure no-shows are kept to a minimum.

(4) Directly contact the local TSC and training support department when problems arise or issues are anticipated.

10. Reporting Source for Schools Completion. NTMPS and FLTMPS are the only sources for TYCOM school requirements. NTMPS and FLTMPS can be used interchangeably; the data contained in all four training modules is identical. As the single source for TYCOM school requirements, NTMPS and FLTMPS will be used to determine warfare and mission area school accomplishment percentages.

11. Required Schools Completion Percentage

a. The warfare and mission area percentage requirement (80 percent or greater) is continuous throughout the OFRP cycle and during maintenance periods. Required numbers of graduates in FLTMPS may be adjusted for ships in extended maintenance periods, so that ships will always maintain at least 80 percent of the graduates required in FLTMPS. Calculation of these percentages is straight forward:

(1) The number of graduates aboard (not to exceed100 percent for any single school requirement) is divided by the FLTMPS number of required graduates.

(2) This number will be between 80 and 100 percent.

b. Ships are required to maintain a minimum 80 percent completion rate for required schools in each of these warfare and mission areas: ATFP, aviation, aviation warfare, command and control (C2) warfare, command control communication, command exercise, medical exercise, intelligence (INT), medical, meteorology and oceanography (METOC), mobility (MOB) damage control (MOB-D), MOB engineering (MOB-E), MOB navigation (MOB-N), MOB deck (MOB-S), Navy Afloat Maintenance Training Strategy (NAMTS), Strike Warfare (STW), Surface Warfare (SUW), undersea warfare (USW), and weapons.

c. For the CVNs operating under the streamlined NMTL, the same 80 percent completion rate for required schools apply to each of these warfare and mission areas under the CORE capability: Counter air defense (AW), MOB aviation (MOB-A), C2, electronic warfare (EW), INT, logistics (LOG), and MOB.

d. ATG will validate COMNAVAIRFOR required school completion percentages in NTMPS and FLTMPS during CART II and FEP (CORE and ULTRA-S for FDNF). Comments on school completion percentages will be made in CART II and FEP reports (CORE and ULTRA-S reports for FDNF).

12. Using LRTP and WTRPs to Manage Individual Training Completion

a. Ships will manage PRDs to distribute personnel turnover across the OFRP cycle. This will prevent large spikes in school replacement plans. Utilize the command 12-month training plan located on FLTMPS to assist in maintaining training completion percentages.

b. Commands will identify "training shortfall" deficiencies early. School quotas will be requested and scheduled early to correct deficiencies before completion percentage falls below 80 percent. If available quotas are insufficient, units may request assistance from COMCARSTRKGRU, TSC, and TYCOM to secure additional school quotas.

13. All Hands Training

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

(1) All duties of their rank or rate.

(2) Preparation for promotion and advancement.

(3) Development of leadership.

(4) All duties, responsibilities, and expectations of a member of the Naval Service.

(5) Safety and survival in the shipboard environment.

(6) Periodic training, as required by higher authority, on Navy Rights and Responsibilities, fraternization, and sexual harassment.

b. Responsibility for basic training of the individual officer, Sailor or Marine is specifically assigned to the CO by SECNAV U.S. Navy Regulations of 14 September 1990, Article 0728.

14. "I" Division Training

a. The initial days and even hours a new officer, enlisted, or Marine spends aboard ship will have a significant effect on molding their attitude toward the command and, therefore, their ability to perform as an effective member of the ship's company for the remainder of their tour aboard. It is imperative each ship has an effective indoctrination (“I") division program to introduce new crewmembers to the command.

(1) While tailored to the specific needs of officers or enlisted members, the program will incorporate the common elements of providing members a place to sleep and stow their gear, the location of and times they will be able to get meals, accurate processing of the members’ service and pay records, enrollment in the command physical readiness program, an introduction to unique shipboard regulations, medical readiness, and reiteration of Navy policies concerning drug and alcohol abuse, discrimination, sexual assault awareness and prevention, and harassment.

(2) Shortly after new members report they will be provided the opportunity to meet key members of the command. At a minimum this will include the CO, XO, supply, medical, dental, safety, DC, administration, personnel and equal opportunity officers, as well as the hazardous material and physical readiness coordinators, security manager, command master chief (CMC), chief master at arms (MAA) and command career counselor.

b. Ideally, "I" division will be completed during the time when new members report to the ship and when they report to their division. At a minimum, it will include the training listed in subparagraphs 14b(1) through 14b(6):

(1) An orientation tour focusing on available services for crewmembers, location and availability of DC equipment, and security requirements.

(2) Donning and lighting off of the EEBD, SCBA, and life vests will be demonstrated by each individual.

(3) Navy pride and professionalism training, to ensure the ship maintains 100 percent compliance with Command Sponsor and Indoctrination Program, OPNAVINST 1740.3D.

(4) Distribution of general DC and 3M PQS books to all new crewmembers.

(5) Level I AT Awareness Training. All crewmembers, military and civilian, will receive Level I AT Awareness Training per SECNAVINST 3300.3B.

(6) Security Education and Training. All crewmembers, military and civilian, will receive initial security instruction per Navy Physical Security, OPNAVINST 5530.14. The security education program will include all pertinent aspects of physical security, law enforcement and loss prevention programs including those specifically related to AT.

c. Briefing on information assurance by the information systems security manager.

d. Propulsion plant indoctrination, required by NAVSEA manuals NAVSEA S9213-33-MMA-000/(V) (Radiological Controls for Ships) and NAVSEA S9213-41-MAN-000/(R) Engineering Department Manual for Nuclear Power Plants (EDM).

e. Operational Risk Management (ORM). All crewmembers will receive an overview brief that describes ORM and its tenets. The brief will provide on duty and off duty examples for all types of ORM including: time critical, deliberate, and analytical.

f. All crewmembers will receive mandatory safety training upon initially reporting aboard and annually thereafter. Required safety training topics can be found in paragraph 19 of this chapter, titled Safety Training.

g. All crewmembers will receive environmental training upon reporting aboard and annually thereafter. Required environmental training topics can be found in paragraph 20 of this chapter, titled Environmental Training.

15. DC Training

a. The ship's DC training program will include widespread indoctrination of all hands, including embarked staffs and COMCARAIRWING personnel. Indoctrination will cover procedures and practices necessary to maintain the protective material conditions of readiness, and actions required to be taken in the event of fire, battle damage, or other emergency. Each individual aboard ship will be fully capable of taking the initial actions to properly report fires and flooding, and will be able to set fire and flooding boundaries.

(1) All afloat personnel will complete DC PQS (NAVEDTRA 43119-M, Watch Stations 301-306) within six months of reporting aboard.

(2) Personnel reporting from another ship who have already completed basic DC will qualify on ship-specific DC systems of the DC PQS (NAVEDTRA 43119-M, Section 200) within three months of reporting aboard.

(3) All personnel will complete emergency egress training within 96 hours of reporting aboard ship and every six months thereafter. This training will consist of blindfolded escape from working, berthing, and watch standing spaces. Training will include actual activation and donning of training EEBD and SCBA. Document completion using PQS chart or other appropriate means.

(4) Personnel may not be assigned to a repair party or IET until they have completed DC PQS (NAVEDTRA 43119-M, Watch Stations 301-306). All personnel assigned to repair party teams or IETs will complete the DC PQS (NAVEDTRA 43119-M) applicable to their assignment within three months of team assignment. All personnel will be fully qualified in all prerequisite watch stations prior to assignment to a new position on repair party teams and IETs.

(5) DCTT personnel will be fully qualified for the billet they are assigned to train and complete the DCTT members PQS from DC PQS (NAVEDTRA 43119-M, Watch Station 320).

(6) Gas free engineering petty officers and fire marshals will complete applicable sections of DC watches PQS (NAVEDTRA 43119-M) prior to assignment.

(7) Post-fire test assistants will be qualified as gas free engineers, gas free engineer assistants, or gas free engineering petty officers.

(8) Departmental or division DC petty officers (DCPO) will complete DC watches PQS (NAVEDTRA 43119-4I, Watch Station 303 3M) and NAVEDTRA 43241-N, Watch Station 303 Work Center Supervisor), and be certified by the DC assistant (DCA) or ship’s fire marshal prior to assignment.

(9) DC maintenance personnel will complete DC PQS (NAVEDTRA 43119-M, Watch Stations 301-306), DC Watches PQS (NAVEDTRA 43119-4I DCPO, 3M Watch Station 301), and be certified by the DCA prior to assignment.

(10) One petty officer in each in port fire party and each repair party must qualify as oil spill cleanup supervisor within six months of assignment (NAVEDTRA 43704, Watch Station 324, Engineering Collaterals and Qualifications).

b. Formal Training Requirements for Afloat Personnel

(1) All afloat personnel will complete live firefighting training every six years. The initial six-year qualification is satisfied if firefighting training was received during initial accession training sources after June 2005. Recurring training requirements can be obtained through attendance at one of the equivalent live firefighting training courses listed in FLTMPS. Personnel assigned to crash and salvage will attend (as a team) the aircraft firefighting shipboard team training (C-780-2012) once during an 18-month cycle or whenever the team experiences greater than 40 percent turnover. Certification in this course satisfies the shipboard aircraft firefighting (J-495-0413) course requirement.

(2) Personnel assigned to shipboard duty not receiving accession-level chemical, biological, and radiological defense (CBR-D) training may fulfill training requirements by completion of aboard training by the DCA, CBR-D training specialist (NEC 4805) or senior enlisted DC training specialist (NEC 4811) and completing the appropriate DC PQS (NAVEDTRA 43119-M).

(3) Repair party leaders and officers will attend Damage Control Repair Party Leaders Course (K-495-0040). DCA-Senior Enlisted Course (A-4G-111) is an acceptable substitute.

(4) Repair parties and IETs will attend shipboard firefighting team training (A-495-0018) and Shipboard Damage Control Training (K-495-0045). They will attend both courses once per deployment cycle, not to exceed length of OFRP between courses. Officer accession level firefighting training or the General Shipboard Firefighting (A-495-0416) course is the minimum requirement for replacement personnel who have not participated in formal team training.

(5) The personnel listed in paragraphs 15b(5)(a) through 15b(5)(c) that have not already attended the (C-822-2010) course will attend Shipboard Aircraft Firefighting (J-495-0413):

(a) Ship's force flight deck personnel receiving flight deck hazardous duty pay assigned to CVNs. Unqualified personnel will attend within six months of assignment and then every four years thereafter. If an individual's four-year qualification expires during a deployment, the individual will attend the course prior to deployment.

(b) Embarked flight deck personnel, pilots, aircrew and all other embarked personnel receiving flight deck hazardous duty pay. Personnel will attend within six months of initial

squadron and unit assignment and every four years thereafter. If an embarked individual's four-year qualification expires during a deployment, the individual will attend the course prior to deployment.

(c) Per watch station 301 (CVN flight deck observer) PQS, requirements for aircraft firefighting (J-495-413) can be deferred until post-deployment availability for personnel reporting aboard while the ship is deployed.

(6) Prospective DCAs and ship's fire marshals will attend the surface warfare DCA (A-4G-111) course prior to assignment.

(7) Gas free engineers, gas free engineer assistants, and gas free engineering petty officers (one per in port duty section) will attend gas free engineer and gas free engineering petty officer for surface (afloat) operations (K-495-0051) or equivalent prior to assuming duties. DCA-Senior Enlisted Course (A-4G-111) is an acceptable substitute for gas free engineers and gas free engineer assistants.

(8) Aqueous film-forming foam (AFFF) work center supervisor plus seven others from each ship will attend Foam Generating Systems Operation and Maintenance (K-495-2179).

(9) All afloat personnel will complete SCBA Course (NSWC-SAP4.5O-1.0) refresher training within three months of reporting aboard and every 12 months thereafter.

c. Training requirements for embarked personnel

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

(2) CVN COs will provide basic DC instruction for fleet Marines, other military members and contractor personnel embarked in U.S. Navy ships for a limited duration. This instruction will include, as a minimum: emergency egress from berthing and work spaces; use of an EEBD, carbon dioxide, potassium bicarbonate, and AFFF extinguishers; fire stations; compartment numbering system; GQ station; abandon ship station; man overboard station; shipboard communication systems; emergency or casualty reporting; and use of the aqueous potassium carbonate system for those personnel assigned to mess deck duties.

(3) Embarked personnel must be indoctrinated in the use and limitations of personnel protective equipment and devices currently available on board. Personnel must be required to demonstrate, upon reporting and semi-annually thereafter, their ability to use an SCBA and EEBD and to egress their living, working, watch stations and battle stations under conditions of

minimum visibility. Completion of this semi-annual training will be documented on the division PQS chart.

(4) Embarked staffs and COMCARAIRWING personnel (except for those drawing Hazardous duty pay or: FD personnel moving ammunition, weapons and fuel, etc.) will receive training via the DC indoctrination process once aboard.

(5) All ship riders will be instructed in the use of an EEBD when embarking.

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

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

(8) Embarked staffs require propulsion plant indoctrination by NAVSEA S9213-33-MMA-000 and (V) (Radiological Controls for Ships).

16. Basic First Aid

a. COMNAVAIRFOR considers a comprehensive program in first aid, self-aid, buddy aid and the medical aspects of CBR warfare essential to maintaining a high level of combat readiness. Such training is recognized as a potentially critical factor for casualty reduction and in minimizing adverse effects on combat effectiveness in modern warfare. Training of this nature will enhance the successful management of mass casualties in any disaster, whether in peace or war.

b. The 11 basic wounds in shipboard first aid and rescue are: fractures, sucking chest wounds, abdominal eviscerations, massive hemorrhage with amputations, lacerations, electrical shock, smoke inhalation, burns, hypothermia, heat stress, and puncture wounds.

c. The ship’s crew will receive war wound training, cardio pulmonary resuscitation, and stretcher bearer training at every available opportunity such as during GQ drills and the ship’s indoctrination course.

17. 3M Training

a. The Navy's 3M system is the foundation on which shipboard equipment reliability rests. The equipment installed in Navy ships has been carefully designed and evaluated to provide long years of service in a harsh environment at sea with minimum maintenance. It is critical that maintenance be accomplished properly per applicable maintenance requirements. To maintain proper supply and technical support, the installation and removal of equipment must be reported

to appropriate authorities. Malfunctions of equipment must be reported to higher authority to ensure:

(1) Reduced capabilities are made known to operational planners.

(2) Required technical and material assistance can be organized and performed.

(3) A history of equipment failures is compiled.

(4) Completion of the appropriate level of the PQS training program by all hands will significantly aid in accomplishing these objectives and is mandatory within six months of reporting on board for duty.

b. All ships are required to establish a quality assurance program to ensure maintenance actions are properly accomplished per instructions issued by the TYCOM and higher authority.

(1) In addition to the spot-check program by chiefs, division officers, HODs, 3M coordinators, CMC, COs, and XOs, ships will include training for maintenance personnel on each particular maintenance record check card, prior to the authorization of the new person to accomplish a maintenance requirement for the first time.

(2) Personnel will be observed by an experienced qualified Sailor who has proven competent while performing a maintenance item the first time a maintenance person accomplishes the same maintenance action. This course of action will greatly reduce errors and minimize development of bad habits early in a Sailor's career. It will enhance their technical skills as well as overall equipment reliability. Positive work habits and effective quality control checks must be incorporated into every aspect of the training program.

(3) The 3M training team (3MTT) is established to enhance and maintain a peak level of PMS performance by providing focused training and evaluation for shipboard spot-checkers. 3MTT members must be 3M (304) Division Officer PQS qualified, designated in writing and have at least 6-12 months aboard. It is highly recommended that the team member be an E-7 or above with the requisite knowledge in the 3M system and be an SME in the system they primarily spot-check.

18. GMT

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

b. GMT is designed to train, motivate, and inform Navy personnel about topics affecting their military life and to deal with issues that impact their military career, preparing them for future leadership roles.

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

(1) GMT-I is designed for presentation to officer and enlisted personnel during initial accession training.

(2) GMT-II is presented to enlisted personnel while assigned to an "A" school or the Apprentice Training Program.

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

(4) To assist individual units in meeting GMT-III training goals, NETC has prepared training materials that can be obtained by contacting NETC or utilizing the NETC web site at: http://netc.navy.mil/.

19. Safety Training

a. Successful implementation and execution of the Safety Program requires continuous, effective all hands training and participation. The ship's safety officer and division safety petty officers (DSPO) will execute the aboard training program for safety per Navy Safety and Occupational Health (SOH) Program Manual for Forces Afloat, OPNAVINST 5100.19E.

b. Prior to assuming their duties, safety officers and assistant safety officers (Navy officer billet classification 0862, skill specialty code 1861) will attend the Afloat Safety Officer Course (A-4J-0020).

(1) Safety officers are encouraged to receive refresher training provided via courses offered by Commander, Naval Safety Environmental Training Center (NAVSAFENVTRACEN) or conferences or workshops related to the elements required by the command Safety Program.

(2) Assistant safety officers will receive annual continuing education by attending the NAVSAFENVTRACEN Annual Joint Safety and Environmental Professional Development Symposium or the American Industrial Hygiene Association Conference.

c. The safety department individual in charge of the respiratory protection program will attend the Respiratory Protection Program Management Course (A-493-0072) taught at NAVSAFENVTRACEN.

d. The supply officer designated as command hazardous material coordinator will complete the NAVSAFENVTRACEN Afloat Hazardous Material Coordinator/CSS-HAZMAT-030-2.0 via NeL prior to being assigned. The hazardous material supervisor will attend the Hazardous Material Control and Management (HMC/M) Technician Course (A-322-2600) or HMC/M Technician Global Online Course (A-322-2604).

e. At least 50 percent of all DSPOs (primary and alternate) will attend the Safety Programs Afloat Course (A-493-2099) or attend Safety Programs Afloat Global Online Course (A-493-2098) and complete Divisional Safety Petty Officer Watch Station 301 of Afloat Safety Programs PQS (NAVEDTRA 43460-4D) and (NAVEDTRA 14167-F), Naval Safety Supervisor) within 6 months of being assigned their duties and have 1 year left before their PRD. DSPOs are further encouraged to complete the requirements for NEC 9571 during their assignment.

f. The safety department leading chief petty officer (LCPO) will have an aviation background, preferably be an aviation boatswain's mate, and have attained the safety technician NEC 9571 within 6 months of assuming the duties as the LCPO.

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

(1) Introduction to the Navy SOH program and identification of key personnel, the chain of command, and mishap reporting.

(2) Hazard identification and known hazards (e.g., heat, noise, asbestos, confined space entry, gas free engineering requirements, sight conservation, hazardous materials and electrical shock).

(3) Safety precautions and standards.

(4) Basic electrical safety and the use of personal protective equipment.

(5) Mishap prevention and reporting.

(6) Safety, warning signs, and deck markings.

(7) Ergonomics and back injury prevention.

(8) Traffic and recreational off duty safety.

(9) Hazardous materials and oil spill emergency response and spill reporting procedures.

h. For CVNs 68, 69, and 70 only: Any ship whose keel was laid prior to 1980 is considered a vessel containing friable asbestos thermal systems insulation, and will therefore maintain an

emergency asbestos response team. All personnel assigned to the emergency asbestos response team, will attend the NAVSAFENVTRACEN emergency asbestos response team (A-760-2166) course prior to assuming duties.

i. Division officers will be responsible for ensuring assigned personnel receives mandatory training on safety programs.

j. At a minimum, commands will conduct one safety stand down annually. The command will also initiate a safety stand down whenever necessary to raise personal safety awareness in response to increased numbers of personal injuries, mishaps and near mishaps. Commands will consider safety stand downs following a safety evaluation (e.g., Naval Safety Center Survey) or at the discretion of the CO.

k. Safety training will be documented using a Navy career development program database (e.g., RADM, COMPASS) or other standard electronic or hardcopy means.

l. For more detail on training requirements and information on training, see OPNAVINST 5100.19E.

20. Environmental Training

a. Per OPNAVINST 5090.1D, the CO will designate one crew member, usually the assistant safety officer (Navy officer billet classification 0862, skill specialty code 1861), as the afloat environmental protection coordinator (AEPC). Within six months of assignment, the AEPC will attend the NAVSAFENVTRACEN AEPC Course, (A-4J-0021) or the AEPC Global Online Course (A-4J-0022).

b. All hands will receive environmental training upon reporting aboard ("I" division or school of the boat) and annually thereafter. This training will include:

(1) The Navy's commitment to environmental protection;

(2) A summary of the ship's policies and practices on pollution prevention, solid waste handling and minimization, plastic management, protection of marine mammals and endangered marine species, recycling, air pollution (including ozone-depleting substances (ODS)), and water pollution.

c. Watch officers responsible for authorizing the overboard disposal of shipboard wastes will receive training on the discharge restrictions for shipboard wastes as part of their watch qualification procedures. This training can be provided by the AEPC or other trained and qualified instructors.

d. Personnel assigned to supervise sewage or graywater disposal operations must complete:

(1) The purpose and modes of operation for sewage systems (K-652-2141) CNE-EPOC-ELO-25.03.01.01-00001.

(2) Safety requirements (K-652-2141) CNE-EPOC-ELO-25.03.01.02-00001.

(3) Collection, holding, and transfer (CHT) sewage systems theory of operation, (K-652-2141) CNE-EPOC-ELO-25.03.01.03-00001.

(4) VCHT sewage systems theory of operation (K-652-2141) CNE-EPOC-ELO-25.03.01.04-00001.

e. All personnel who operate or maintain sewage or graywater disposal equipment will complete the shipboard sewage CHT and treatment PQS, Shipboard Sewage CHT and Treatment System (NAVEDTRA 43199-F), or equivalent, prior to assignment to those duties.

f. All air conditioning and refrigeration technicians who perform maintenance on air conditioning and refrigeration equipment will receive Environmental Protection Agency technician certification and training on ODS regulations and spent or recyclable ODS labeling, prior to assignment.

g. All personnel assigned to supervise and perform oily waste processing and disposal operations will complete the Oil Pollution Abatement Equipment Operation and Maintenance (K-652-2196) course prior to assignment.

h. All personnel who operate or maintain oil processing, transfer or disposal equipment will complete the oil spill control and removal equipment PQS, on water oil spill response containment and recovery (NAVEDTRA 43195-D ch1), before assignment to those duties.

i. All personnel assigned to operate and maintain solid waste processing equipment (e.g., plastics waste processors, shredders, pulpers, incinerators) will complete the solid waste processing equipment sections of PQS (NAVEDTRA 43704 ch2).

21. METOC

a. All CVNs have permanently assigned METOC personnel. Various major staffs have METOC officers assigned, including NFCs and COMCARSTRKGRUs. Although many similarities exist between these divisions and their support responsibilities, the differences are significant in equipment, assigned spaces, shipboard organizations, manning, personnel training, and experience. Variations in METOC services resulting from these differences can be mitigated via standardized training practices.

b. Except for FDNF ships, permanent manning of METOC personnel aboard CVNs has been reduced to four personnel on Norfolk and San Diego-based ships and to five personnel on Pacific Northwest-based ships. A Strike Group Oceanography Team is assigned to augment the CVN METOC division in phases, with the total augmented support dependent on the operational schedule of the ship.

c. Modern weapons and sensors are increasingly sensitive to atmospheric and oceanographic conditions, resulting in the need to accurately measure and quantify the effects of the operational environment. Additionally, weather and sea conditions must be considered in each evolution and for each operational or tactical decision. METOC personnel are primarily responsible for collecting, interpreting and analyzing METOC data, forecasting conditions for future operations and forecasting the environmental impacts on the performance of weapons, sensors and platforms. The METOC division's role is multi-faceted, encompassing all aspects of the operating environment. Formal, OJT, and computer-based training are key elements.

d. COMNAVAIRFOR is responsible for shipboard training, manning and equipment readiness. Senior METOC officers assigned to COMUSFLTFORCOM, COMPACFLT, NFC staffs, and the Strike Group Oceanography Team Norfolk and San Diego support COMNAVAIRFOR in this effort. They will:

(1) Ensure METOC personnel training complies with requirements as outlined in the FLTMPS database.

(2) Monitor equipment and computer software upgrades for individual METOC divisions and ensure compliance with governing TYCOM and fleet directives.

e. An expanded discussion of METOC training is available at the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

22. AT Awareness Training

a. The key to an effective AT program is to develop an awareness that is both sustained and reinforced from initial entry to termination of service. All personnel must be aware of basic personal protective measures against terrorism and specific threats for the area in which they operate or transit. Therefore, initial Level I AT Awareness Training will be conducted for all crewmembers, military and civilian, annually thereafter. Training is available through MNP, under professional resources - NeL at: http://netc.navy.mil/.

b. Subsequently, all crewmembers, military and civilian, deploying outside of CONUS will receive an area of responsibility (AOR)-specific AT protection brief within three months of deployment and travel.

c. Any expanded discussion of AT training can be directed to the COMNAVAIRPAC Force MAA.

23. Radiological Training. Radiological training for all personnel permanently assigned to nuclear powered ships and embarked staff is governed by NAVSEA S9213-33-MMA-000/(V), radiological controls for ships. This includes all hands yearly and indoctrination training, and training for embarked staffs and emergency response personnel that may respond to casualties in the propulsion plants (e.g., at sea fire party).

24. ORM

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

b. The ship's XO is also the assigned ORM manager per Operational Risk Management, OPNAVINST 3500.39, and is accountable to ensure ORM permeates all shipboard activities and operations. In addition, at least one officer (preferably the operations or safety department HOD) and two senior enlisted (preferably the CMC and one other senior departmental MCPO) will be the XO's assigned ORM assistants. The ORM program manager and assigned assistant ORM program managers will attend:

(1) ORM applications and integrations (ORM A and I) course.

(2) Manager - directing your command's risk management (CPPD-ORM-DYCRM-1.0).

(3) Assistant - Leading Risk Management Integration (CPPD-ORM-LRMI-1.0).

(4) Individual - Managing Your Risk (CPPD-ORM-MYR-1.0).

(5) Supervisor - Managing Your Team's Risk CPPD-ORM-MYTR-1.0.

c. Annually, all ship's crew members will complete the NETC GMT ORM course and any additional NETC ORM courses as appropriate for the level of management or supervision held by the individual.

25. Undersea Warfare. All CVN tactical support center gram analyst personnel will participate in a minimum of 10 events every rolling quarter of weekly SIPR tactical oceanographic planning training to increase proficiency in low frequency analysis and ranging record gram analysis. The average score must be equal to or greater than 80 percent for the 90-day period. Any ship unable to participate in the minimum 10 events will request a waiver via naval message to the COMNAVAIRPAC carrier tactical support center coordinator.

26. EW Requirements. Each watch team (minimum of two) will be required to complete two BEWT exercises per month. Three exercises have been developed and will be forwarded to each CVN via SIPRNET e-mail. The exercises are to be downloaded and transferred to the BEWT system. They are based on real-world AORs and increase in complexity (basic, intermediate, and advanced). Each ship will report completion of these exercises via CV-SHARP. A check sheet has been developed that categorizes the sub-events and watch standers' actions throughout the scenarios.

27. Divisional Training

a. The foundation on which the entire ship's training program rests is divisional training. Properly executed, it leads directly to material and operational readiness, safety and advancement. Improperly done, it wastes valuable man hours and hurts crew morale. It is imperative that COs empower division officers and LCPOs with an understanding of their importance to program success.

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

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

(2) Unless directed by other existing instructions (i.e., COMNAVAIRFOR M-3710.7, Naval Air Training and Operating Procedures Standardization) all training teams will maintain training records as directed by existing shipboard instruction in an existing database (i.e., RADM).

c. Effective divisional training is preplanned, conducted on a regular schedule in a location suitable for training, and attended by the entire division (work center or team, as applicable). It is monitored by someone other than the instructor who is knowledgeable in the subject matter (officer or chief petty officer and supervisor for work teams), and evaluated so that a critique may be provided to the instructor following the presentation.

d. The format for divisional training will be tailored to the subject matter.

(1) Formal lecture.

(2) Demonstration followed by practical application.

(3) Competition - teams demonstrate proficiency at previously acquired skills.

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

(1) Required readings in-rate training manuals and completion of the corresponding lessons may be required.

(2) Implementation of a divisional orientation workbook can rapidly integrate a new Sailor into the organization.

(3) A requirement to demonstrate proficiency at certain tasks, such as emergency egress, physically donning an EEBD or SCBA, or skills learned in "A" school apprenticeship training or at a previous command ensures Sailors are ready for further training or identifies the need for remedial training.

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

(1) Assignments will be made sufficiently in advance of the training session to allow the instructor time to research, prepare, and rehearse the presentation.

(2) The entire presentation will be critiqued by the leading petty officer, divisional chief petty officer or division officer prior to presentation. This step provides an opportunity to improve the presentation and affords identification and correction of any factual errors.

(3) During a presentation, a crewmember knowledgeable in the subject matter will be assigned to monitor and provide the instructor with a formal critique on completion. This approach provides not only a lesson for the division, but leadership training for the instructor while improving both his knowledge of the subject matter and his ability to pass that knowledge along.

(4) Training guidance and requirements for reactor departments on CVNs is contained in the Nuclear Power Training Manual, COMNAVAIRFORINST C1512.3F.

28. Ongoing Training

a. All shipboard training must be directed toward ensuring the crew is capable of safely taking the ship to sea and meeting operational requirements. The training program is not limited to officers of the deck and bridge watch standers. It must also include navigational watches, visual signaling watches, lookouts, CDC surface, air and antisubmarine warfare module watch standers, tactical air officers (TAO), air traffic and air intercept controllers, flight deck watches, engineering plant steaming and auxiliaries watches and DC personnel.

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

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

(2) Formal schools, mobile training systems, team trainers, operational cross-deck opportunities and regularly scheduled drills within the ship's lifelines and with other units in port can all be used to maintain the level of crew training during overhaul.

c. Air department personnel assigned to flight deck and below decks duties will receive instructor-based technical systems refresher training in their respective fields.

(1) Recurring training requirements will be obtained through attendance at one of the following training courses:

(a) (C-821-2012) Shipboard aviation fuels refresher.

(b) (C-604-2016) ALRE (aviation launch and recovery equipment) catapult refresher.

(c) (C-604-2024) ALRE catapult basic.

(d) (C-604-2025) ALRE arresting gear.

(e) (C-670-2017) ALRE QA administration.

(f) (C-604-2017) Aviation boatswain's mate (aircraft handling) (ABH) refresher.

(2) All non-designated aviation boatswain's mate (fuels), (equipment) and (handling) personnel will attend within 12 months of assignment.

(3) All previously qualified "A" school and refresher course graduates will attend every 32 months thereafter.

d. During multi-year overhauls, the requirement still exists to maintain a continuum of operational readiness. Well-trained Sailors can be invaluable in preparing their replacements for future operations. When critical equipment is unavailable, cross decking of personnel to other units is not only encouraged, but expected.

29. Watch Station Training

a. It is essential watch standers function as a team while underway. Throughout the ship, watch teams must be regularly drilled on standard operating and emergency procedures to ensure pre-planned responses are properly executed. The inability of one station to perform their required assignment may have devastating consequences. Drills must be realistic and therefore must be planned and executed with the minimum of simulations and deviations. Drills will be observed by qualified personnel and critiqued both on individual efforts and contribution to the team effort.

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

(1) During periods of restricted emission control, establishment of an in house circuit between CDC and the bridge allows conduct of drills.

(2) Visual signaling drills will be conducted as the tactical situation allows. Signal bridge personnel can also join in communications drills and publication exercises between CDC and the navigational bridge.

(3) Flash cards can be used to drill lookouts on contact recognition.

(4) Engineers can practice evolutions and emergency procedures (shifting air ejectors, changing distilling plant lineups, etc.) under supervision of experienced personnel as authorized by the engineering officer.

(5) All watch stations can practice locating and donning EEBDs, SCBAs, and practicing emergency egress.

(6) The preceding list provides only a sampling of the drills that can be executed on watch. The ship is limited only by the creativity of its leaders and watch standers. Firm leadership at the HOD level is required to ensure meaningful, properly supervised training is incorporated into each watch.

c. Carriers will regularly participate in tactical maneuvering drills with their escorts.

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

e. Ship handling drills will be executed during all available opportunities. Maneuvering, man overboard drills or using a smoke float to practice an approach into a mooring buoy are examples of excellent training which can be accomplished when the tactical situation permits.

f. At anchorage or in port, the ship's boats will be regularly used to practice small boat handling and to qualify boat officers.

30. PQS

a. The CNO has adopted the PQS system of training as a means to ensure all personnel are trained and qualified to meet established Navy standards. PQS is applicable to both officers and enlisted personnel.

(1) The general background and policy concerning the development and implementation of PQS is contained in Personnel Qualification Standards Program, OPNAVINST 3500.34.

(2) Guidelines for implementation and administration of PQS are outlined in Unit Coordinator's Guide, NAVEDTRA 43100-1M.

(3) The “PQS catalog” (NAVEDTRA 43100-6S) provides the latest list of available PQS standard materials. For more information about the PQS program, please contact the PQS development group:

(a) Write to NETC (N7) mailing address; Commander, Naval Education and Training Command N7, 1905 Regulus Avenue, Virginia Beach VA 23461-2003

(b) Call PQS Development Group at DSN: 492-9002; Commercial: (757) 492-9002.

(c) Send electronic mail to the branch program manager.

(d) Use MNP web site to order PQS on CD ROM or download PQS materials at HIP: https://mnp.navy.mil/group/personnel-qualification-standards/.

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

(1) Officers will derive significant benefit by progressing systematically through PQS training pertinent to their shipboard duties.

(2) Enlisted personnel receive significant assistance in completing advancement in rating criteria through the knowledge and skills derived from the completion of various PQS elements.

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

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

(1) WTRPs (formulated during CART I) be used as a tool to assign watch stander PQS.

(2) Watch bills in use will be reviewed against PQS charts to ensure all watch standers are qualified or under the instruction of a qualified individual.

(3) Watch bills must indicate the level of qualification for each watch stander: qualified, interim qualified or under instruction.

(4) Regular audits will be undertaken to ensure qualifications are correctly entered in service records and PQS tracking systems (either charts or automated data programs) in a timely manner.

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

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

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

f. The Unit Coordinator's Guide, NAVEDTRA 43100-1M, addresses the procedures to follow when tailoring a PQS watch station qualification of an experienced and previously qualified Sailor when reporting aboard.

g. At times it will not be possible to man all required watch stations with fully qualified personnel. If this occurs, COs are authorized to grant interim qualifications to individuals who are making satisfactory progress accomplishing PQS line items. Interim qualifications will be for a specific limited period of time not to exceed 90 days from the time the ship returns to sea. During this time the individual is expected to achieve final qualification.

h. All watch stations normally stood aboard ship are covered by a formal PQS developed by NETC. In some circumstances, usually the installation of new equipment, a formal PQS may not yet have been developed. If this is the case, it is the ship's responsibility to develop JQRs to cover the duties of that watch station using the standard PQS line item format as a guide. In addition, if the formal developed PQS for a given watch station does not cover all aspects and duties of the watch as stood aboard, it is the duty of the ship to add, delete, and modify PQS line items for those watch requirements as required and approved by the respective CO, XO, or HOD.

i. PQS in specific areas is periodically reviewed by the PQS development group. Support for these reviews and necessary revisions to PQS are coordinated through the TYCOM. COs will submit inputs for changes to PQS via the COMCARSTRKGRU to the appropriate PQS model manager.

j. Training and PQS, while two distinct programs, are fundamentally linked since PQS is the basis of a command training program and both programs enable effective WTRP management. The relationships among these programs is shown in figure 4-3.

(1) The entry point of the shipboard training and qualification process is the WTRP. It will identify watch stations that will need to be filled due to rotation or upward progression and identify the Sailor intended to fill that watch station. These fills can come either from prospective gains (PG) or from existing crewmembers. If a PG is slated to fill a WTRP gap, an analysis of required schools or NECs for the watch station will take place. The ship will initiate those required adjustments to the training track of the ship's PG by working early in the process with Navy Personnel Command. Navy Personnel Command must provide the receiving unit with viable alternatives to ensure units are gaining members with required training and NECs. Once the PG reports, or in the case of an existing crewmember reassignment, the WTRP coordinator will create a PQS assignment for that Sailor, with a qualification goal date early enough to meet the need identified in the WTRP. That PQS assignment will then trigger the scheduling of the supporting training lectures. Training teams must also ensure that those individuals working on a PQS assignment are offered opportunities to perform the 300 series tasks during training team evolutions. These steps will ensure all Sailors receive the necessary training in support of their qualification goals.

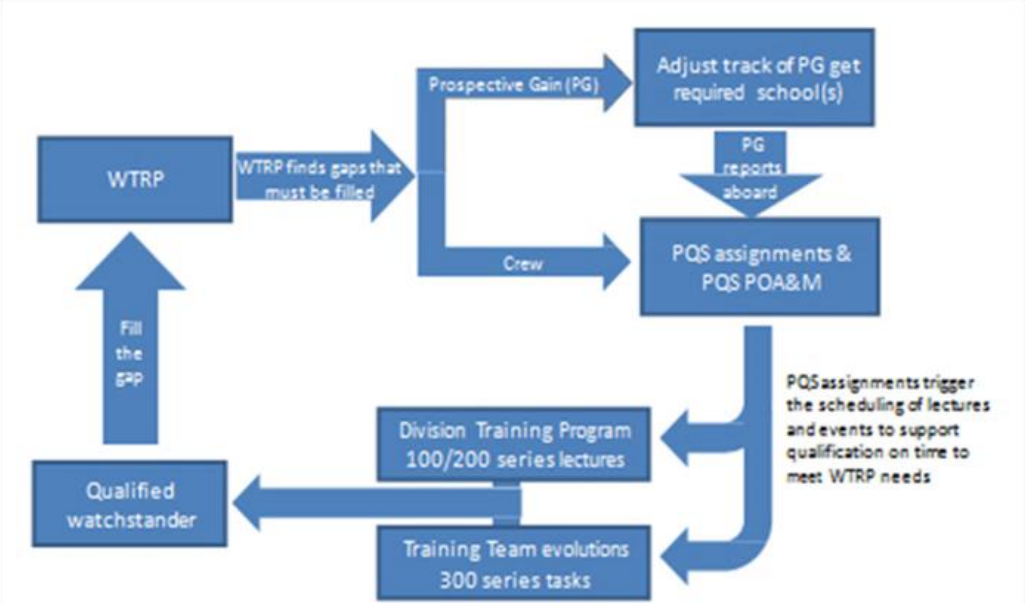

FIGURE 4-3 Relationship Between Training, PQS, and WTRP

(2) RADM is the TYCOM recognized database to record PQS completion data. RADM will be used to record PQS completions and create shipboard watch bills.

31. Advancement Training

a. The CO is specifically assigned responsibility for basic training of individuals assigned to his command by U.S. Navy Regulations. In fulfilling this assignment, they must personally concern themselves with the preparation of enlisted personnel for advancement and preparation of assigned officers for promotion. The provisions listed in paragraphs 31a(1) through (3) are applicable to both officer and enlisted training programs. At a minimum, ships will:

(1) Comply with the PQS program.

(2) Use MNP web site and resources.

(3) Send the maximum number of assigned personnel (permitted by quotas and operational commitments) to schools that will enhance performance in their current or anticipated billets. Creative use will be made of no-cost orders and shipboard billeting to minimize temporary additional duty costs while maximizing training opportunities.

b. For enlisted personnel, ships will also establish a formal training program supporting completion of the Enlisted Surface Warfare Specialist and Enlisted Aviation Warfare Specialist Qualification Programs.

c. For officers, an education program will incorporate paragraphs 31c(1) through 31c(3) provisions as a minimum:

(1) All division officers, regardless of designator, are to complete the division officer portion of the Surface Warfare Officer (SWO) PQS Program, including division administration, DC, and 3M.

(2) For all assigned 116X officers, establish a mandatory SWO Qualification Program per OPNAVINST 1412.2. Consider designating a SWO advisor from among the senior SWOs aboard to assist in qualifying 116X officers as SWO. The SWO advisor can provide advice and counseling on future career development. Separate advisors will be designated for nuclear and non-nuclear officers in recognition of the differences in career patterns.

(3) For senior ship's company and COMCARAIRWING officers, provide opportunity to attain proficiency and qualification as conning officers and command duty officers (underway) including other shipboard evolutions. This opportunity will be made available to the maximum extent permitted by regularly assigned duties and flight duties.

32. Non-Resident Training Courses (NRTC)

a. NRTCs are an excellent method for officers and enlisted personnel to expand their professional knowledge, improve their opportunities for promotion or advancement, and increase their worth to the Navy. They are self-study courses. They may include assigned exercises, lessons or examinations designed to assist students in acquiring knowledge or skills described in

an associated text. The NRTC may be locally administered or administered by the Naval Education and Training Program Management Support Activity. Written material may consist of a TRAMAN written specifically for the NRTC, or an existing Navy manual, directive, or commercially procured text that is the basis for the NRTC.

b. Historically, several types of Navy NRTC products were developed at various commands. They were distributed for different purposes and for different training communities. This created many different terms used to describe these training products and caused confusion to the ordering activities. NETC has consolidated and simplified this program. The NRTCs catalog is distributed to all ships and stations for ordering training manuals and associated NRTCs. This publication is updated semi-annually with changes to ensure ordering activities have the latest Navy NRTC products information as soon as they become available. Command educational services officers, training officers, career counselors and training petty officers that order training materials will have a copy of this manual and published changes. They must also be familiar with the ordering procedures.

c. Additional information may be found at HIP: https://courses.netc.navy.mil/.

33. Ship's Training Teams

a. The general training team procedures listed in paragraphs 33a(1) through 33a(7) will apply to all ship's training teams to optimize shipboard team training. These procedures will be used while conducting drills, exercises and observed evolutions.

(1) Pre-exercise training team meetings will be held to discuss drill scenario; team assignments; timelines; flow of communications; objectives of training, evaluation, and training mode; grading and debriefing procedures; and operational risks.

(2) Proposed training packages will be presented to the ITT leader, CO, or designated representative for approval. Packages will include an exercise risk assessment matrix.

(3) Each training team member will take notes to allow reconstruction of the exercise and drill with other team members when the drill is complete. Grading forms will be retained as part of the ship's training records for the duration of the OFRP.

(4) Training team members observing a safety violation that poses a hazard to personnel or equipment will immediately take steps to stop the drill or exercise and correct the unsafe condition.

(5) A critique for participating watch and team personnel will be conducted as soon as feasible following completion of each drill or exercise. The critique will cover the training teams training observations, grade assigned, and lessons learned.

(6) Integration goes beyond simple timeline merging. Integration occurs when one training team must meet their training and objectives for another training team to

accomplish theirs. Integration must include an initiating event (a "cause") that results in an impact and required actions, and an "effect" to another training teams AOR and assessment. Cause and effect are the benchmark for planning and executing realistic, challenging, and effective training exercises.

(7) At a minimum, training team integration drills will include:

(a) An objective met, and reason(s) why it was or was not met.

(b) Material deficiencies and corrective actions taken.

(c) Lessons learned.

(d) Coordination issues.

b. All training team members will be designated in writing, either by designation letter or by listing on the ship's and department's collateral duty notice. At a minimum, training team members will be experienced in the area being assessed or trained.

c. The ATG SBTT COI is designed to teach shipboard training team members procedures to construct and execute training scenarios. The SBTT COI will be completed a month prior to crew cert phase II. Ships are highly encouraged to send all training team members to SBTT COI.

d. Expected training proficiency levels during TSTA are listed in subparagraphs 33d(1) through 33d(2)(c):

(1) Watch Stander Proficiency

(a) TSTA I. Watch standers will be assigned to all required watch stations. Proficiency may be weak.

(b) TSTA II. Watch standers will be able to correctly perform routine duties commensurate with their rate, rating, and watch station with minimal prompting.

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

(2) Training Teams Proficiency

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

(b) TSTA II. Training teams will be able to effectively conduct (plan, brief, execute, and debrief) single mission area scenario-based training.

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

34. ITT

a. All CVNs will establish a standing ITT under the direction of the XO. The ITT team is responsible for ensuring the maximum integration of shipboard training evolutions from CART II through the deployment. The ITT will be trained by ATG during SBTT COI and crew cert. They will be assessed during TSTA and evaluated during FEP (CT and ULTRA-S, respectively for FDNF carrier).

b. The ITT will be comprised of the XO (team leader), ITT coordinator, assistant supply officer, safety officer, and a primary and alternate team leader from all other ship's training teams.

c. The team leaders of all shipboard training teams are required to coordinate and schedule all individual training team evolutions through the ITT. All team leaders will utilize CV-SHARP to prioritize training events with respect to OFRP phase requirements.

d. Organization and Responsibilities

(1) The XO, as designated ITT leader, is responsible to the CO for individual training team members' effectiveness and ability to train in required levels of readiness.

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

(a) Managing integrated drill plan.

(b) Assess training team decision-making.

(c) Assess ITT's overall ability to train while evaluating team's ability to coordinate exercise and manage training timeline.

(d) Present drill package timeline to XO and CO for approval.

(e) Conduct ITT briefs and debriefs.

(f) Coordinate scenario conduct.

(g) Provide an assessment of overall tactical and technical performance.

(h) Route critiques to CO for review.

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

(4) Strike operations officer will ensure proper scheduling of training evolutions and de-conflict requirements based on the ship and COMCARAIRWING's schedule.

(5) Assistant supply officer will assist in coordinating training evolutions and ensure there are no conflicts with supply department events or requirements.

(6) Ordnance handling officer will ensure proper coordination with the weapons department.

(7) HODs will ensure personnel assigned to the ITT are qualified in their area of responsibility.

e. ITT ship-wide evolution packages will be developed and include: exercise outline, objectives, and timeline. Packages will be forwarded to the CO for signature via the XO.

f. Following completion of the evolution and training team debriefs, the ITT will reassemble to compare results, resolve conflicts, compile lessons learned, and prepare a summary debrief. ITT debriefs will be forwarded to the CO via appropriate HODs and the XO. The ITT debrief will include at a minimum:

(1) Objectives met, and reasons why any were not met.

(2) Material deficiencies and corrective action taken.

(3) Lessons learned.

(4) Coordination and integration issues.

g. Action

(1) The ITT will meet prior to each ship-wide training evolution (e.g., GQ) to ensure maximum capability and integration among exercises and drills. This meeting is in addition to regularly scheduled planning board for training (PB4T) meetings.

(2) ITT will coordinate training and drill scenarios with PB4T and evaluate specific long and short range training goals during each phase of training. Goals will support development of specific training scenarios in line with OFRP phase-specific requirements as outlined in this manual and captured in CV-SHARP. Feedback and evaluation comments on the conduct of each training exercise will be forwarded to the CO via appropriate HODs, training officer, and XO.

(3) ITT will use realistic training scenarios for developing drills and exercises with simulated intelligence reporting. The enactments will lead to a series of simulated casualties throughout the ship. As the ship's force enacts procedures to combat casualties, a cohesive, united effort will be the final result. The ultimate goal of ITT is to prepare the crew for combat. It is imperative quality training and honest evaluations are the standards.

(4) ATG will provide guidance for developing ship-wide evolution packages and individual drill packages during the SBTT COI. The packages will be briefed prior to drills and critiqued upon conclusion, or as soon as practical. Each ship-wide evolution package will contain:

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

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

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

(d) Remarks. Amplify evolution events, equipment losses and their impact during execution of the package. The tactical impact of the overall package, safety warnings, or cautions will also be included. ORM will be incorporated.

(5) After an integrated evolution package has been approved, ITT coordinator will conduct a pre-exercise brief. The steps prescribed as a minimum are found in paragraphs 34g(5)(a) through 34g(5)(c):

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

(b) Review previous exercise critiques for lessons learned.

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

(6) The integrated drill package will be conducted in a professional manner under the management of the team leader. ITT observers will note observations on a critique form. Members will pay particular attention to detailed observation of the key points found in paragraphs 34g(6)(a) through 34g(6)(h):

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

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

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

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

(e) Restoration. Were proper technical manuals and test equipment used to effect restoration of the casualty? Were troubleshooting techniques employed? Were techniques employed able to correcty identify specific causes of casualty? Were parts properly identified and requested from supply support? Were required interfaces initiated?

(f) Securing. Were systems restored to normal operation modes? Were timely reports generated? Was all supporting equipment properly secured and stowed?

(g) Evolution Debriefs. Valuable lessons learned will be lost if exercises are not properly debriefed. ITT will conduct briefs in two stages: ITT members observing the exercise

will conduct a detailed watch station debrief to the trainees under their observation. Aspects of individual performance will be thoroughly discussed with particular attention made to seek and answer questions that participants may have. Individual team leaders will give an overall debrief of the conduct of the integrated drill packages. Members will emphasize objectives met and not met, problem areas and ORM or training shortfalls that require corrective action. Training team personnel will report any ITT deficiency to the ITT leader. During debrief, exercise critique forms will be presented to the team leader for review.

(h) Emergencies. In the event of an actual casualty during integrated evolutions, the ITT coordinator will make an announcement to halt training. "An actual casualty has occurred, freeze the problem, freeze the clock". DCA will coordinate firefighting and DC from DC Central, and the senior medical officer will handle medical emergencies. The ITT Coordinator will be kept informed of the situation and is responsible for informing the chain of command. Resumption of drills will occur with the ITT leader's authorization only.

35. DCTT

a. All CVNs will establish a standing DCTT. The XO will be designated as the DCTT leader. Under the XO's direction, the team will be responsible for the training of all RLs, including electronic, flight deck and hangar deck repair, the at sea emergency team and IPE parties.

b. The DCTT coordinator will be the fire marshal, reactor division officer, or DC master chief (DCCM), not the ship's DCA. Team members whose responsibilities cover a specific area (i.e., first aid), need only be PQS qualified in the watch station they are evaluating. Officers (other than the XO), will be either SWO-qualified or have completed repair party leader PQS (318 repair party leader in NAVEDTRA 43119-M). The team will be comprised of members from all departments, including medical (the MTT lead or medical LCPO will be a member of DCTT), CSO of the watch, hangar bay and flight deck representatives, and a senior member of the MAA's force. The ship's DCA and fire marshal will be responsible for training the DCTT and for providing them with technical assistance.

c. The DCTT will be used by the CO to train and conduct battle problems, observe and grade repair party and IPE party actions, verify setting of appropriate material conditions of readiness and to conduct continuous training aboard and inspections.

36. ETT

a. All CVNs will establish a standing ETT. This team will be responsible under the chief engineering officer for the operational and casualty control training of engineering watch standers who perform duties outside of the propulsion plant. The ETT leader will normally be the auxiliaries officer.

b. The ETT will be comprised of personnel knowledgeable and PQS qualified in the operation of the engineering systems outside of the propulsion plant for which the maintenance and operation are the responsibilities of the engineering department.

c. When conducting training and evaluation of operations and casualty control, members of ETT will use the engineering operating sequencing system. In cases where the engineering operating sequencing system is not available, the ETT will use locally prepared and approved procedures for operating equipment or systems in responding to casualties.

37. CSTT

a. All CVNs will establish a standing CSTT. This team is under the direction of the CDC officer. The CSTT is responsible for training personnel involved in every aspect of the ship's combat system, including CDC, communications systems, weapons systems, intelligence, cryptologic and meteorological support, maintenance support, and casualty control.

b. The operations officer and CSO share responsibility for establishing an effective CSTT. The team leader may delegate team leader duties to the assistant CDC officer or any other CSTT officer who is a qualified TAO, or senior member of the CSTT charged with conducting a specific training evolution. The combat systems maintenance officer or the systems test officer is the primary CSTT technical representative for the combat systems department. CSTT will conduct training on ship’s combat systems, including CDC; command, control, communications, computers, cyber and intelligence; cryptologic; meteorological; and maintenance support; and casualty control. Additionally, the CDC officer will be responsible for the development of the tactical scenario used to initiate ship-wide integrated drills.

38. ADTT. Due to unique operational requirements and evolving procedures, CVNs will establish a standing ADTT per COMNAVAIRFORINST 3500.86A, ADTT Organization and Implementation.

39. SNTT

a. All CVNs will establish a standing SNTT. This team will be under the direction of the navigator. The SNTT is responsible for training all ship's company personnel responsible for safe navigation and seaman operations of the ship. The combination of the seamanship team and the navigation team into one team is primarily for the conduct of combined training events: i.e., underway replenishment, anchorage, and man overboard exercises. The navigation department personnel assigned to this team will conduct all MOB-N exercises and the deck department personnel will conduct all MOB-S exercises.

b. The SNTT will be comprised of navigation personnel knowledgeable in piloting, radar navigation, Navigation Rules and Regulations Handbook (COMDTINST M-16672.2) and visual communications procedures. The senior member will be the navigator, who will ensure all navigation evolutions and visual communication procedures are properly observed and critiqued. The SNTT will also be comprised of deck department personnel knowledgeable in all areas of deck seamanship, including underway replenishment and small boat operation, and who have completed the PQS for the watch station they are evaluating. The team will be comprised of the first lieutenant and ship’s boatswain, assisted by the auxiliaries' officer and qualified deck and auxiliaries personnel.

c. The SNTT will observe, grade, and critique all MOB-N, MOB-S, and visual communication exercises, reporting results to the CO.

d. The CO will utilize the SNTT to train for, observe, and evaluate all deck seamanship operations underway and in port. When carrying out their duties, members of the SNTT will make use of the TACs and the joint COMNAVSURFPAC/COMNAVAIRPAC/ COMNAVAIRLANT/COMNAVSURFLANTINST 3530.4E, Surface Ship Navigation Department Organization and Regulations Manual whenever possible.

40. MTT

a. All CVNs will establish a standing MTT. This team will be responsible to the senior medical officer for the proper training of medical personnel and ship's company in all aspects of first aid, stretcher bearing, medical response team performance, war wound and mass casualty treatment.

b. The MTT will be comprised of personnel with the requisite knowledge, background, and training to facilitate medical training. The team leader will be the ship's nurse, who will lead a team made up of one medical officer, one leading chief hospital corpsman (HM) and one independent duty HM at a minimum. The MTT lead or medical LCPO will also be a member of the DCTT. MTT members will be PQS and JQR qualified and designated in writing by the CO or his designated approving authority.

c. The MTT will observe, grade, and critique all medical exercises and report the results to the CO. Members of the MTT will use the TACs when carrying out their duties. Prior to any medical drill or operation, the MTT leader will conduct a brief. The brief will utilize a drill package that outlines the objective of the drill, timeline, personnel assignments, lessons learned (from previous drills) and safety concerns (utilizing ORM). Following each drill, MTT will debrief Sailors on station and conduct a drill debrief with all MTT and other drill team members involved. The drill package and debrief will be routed via chain of command for CO's approval. These specifics will be covered by the ATG SBTT COI that will be conducted a month prior to crew cert phase II.

d. Per Shipboard Medical Procedures Manual, COMNAVAIRFORINST 6000.1A, one HM and four stretcher bearers will be assigned to each of the 10 RLs. As an extension of MTT, each RL HM will be responsible for the buddy-aid and first-aid training of the stretcher bearer team and RL personnel.

e. Administrative records for all CO approved medical drills will be maintained for one training cycle. Training requirements are outlined in the T and R Matrix located on the COMNAVAIRPAC HIP under the N7 Directorate menu.

41. Antiterrorism Training Team (ATTT)

a. All CVNs will establish a standing ATTT. This team will be under the direction of the

antiterrorism officer (ATO). The ATTT is responsible for training personnel involved in every aspect of the ship's ATFP programs.

b. The ATTT will be comprised of the most knowledgeable and experienced personnel on the ship and will conduct ATFP training as directed by the ATO. The team will consist of, but is not limited to: ATO, security officer, antiterrorism training supervisors, small arms marksmanship instructor and select members of the ship's Navy Security Force. Additionally, the ATTT will be comprised of a wide cross-section of departmental representation, thus ensuring the AT responsibilities of each department are adequately addressed. The ATTT will be PQS/JQR qualified in the appropriate watch station(s) they are training and evaluating, and designated in writing by the CO.

c. The ATTT will conduct training as well as observe and assess all ATFP exercises and evolutions, including non-combat operations (NCO) exercises from the appropriate TACs as required by this manual. The ATTT leader will be an active participant in the ship's ITT and will have an input to the ship's PB4T to ensure ATFP training and exercises are included in ship's training plan as well as during all training phases of the OFRP. In addition to their training role, the ATTT is an excellent asset to assist the ship's ATO in ATFP operational planning, and will also be available to assist embarked aviation squadrons and other units.

42. PPDT. All CVNs will establish a PPDT. This team will be under the direction of the reactor officer. The PPDT is responsible for operational and casualty control training and drills within the propulsion plant. Specific guidance on composition and requirements of the PPDT are contained in the NPTM.

43. WTT

a. All CVNs will establish a standing WTT in applicable air and surface warfare mission areas. Specific guidance on composition and requirements of the WTT are contained in this instruction, NAVSEA OP 4 REV-11, CV NATOPS (NAVAIR 00-80T-105), NAVAIR 11-140 manuals, and other explosives safety and support system technical manuals.

b. The WTT will be under the direction of the weapons officer. The WTT is responsible for training of flight deck, hangar deck, magazine, weapons elevator, armory and armed watch standers in every aspect of the assigned mission. Working in conjunction with the FPTT, the WTT will provide training and qualification of armed watch standers.

c. The WTT will be comprised of the most knowledgeable and experienced personnel in each AOR as defined in subparagraphs 44a through 44c(2). The WTT will be led by the ordnance handling officer. The air gunner, ship's gunner, weapons assembly officer, elevator officer and departmental LCPO will assist the ordnance handling officer and hand select appropriate WTT members from each gunnery division.

d. The WTT will observe, grade and critique all weapons department training evolutions and exercises and report the results to the WTT team leader who will advise the ITT team leader of training progress.

44. Manpower, Personnel, and Training (MPT) Plan

a. Modernization maintenance availabilities are complex and can include hundreds of ship change documents (SCD) that include upgrades, alterations, and equipment configuration changes. To properly prepare the crew to operate and maintain newly installed equipment following RCOH, PIA, DPIA, SRA, PSA, and CIA, COMNAVSEASYSCOM (PMS-312) in-service carriers will develop a tailored MPT plan for each CVN during these availabilities. This plan ensures the crew receives initial training for new alterations, as well as follow-on training, where applicable, to maximize readiness and prepare for OFRP.

b. The MPT will be delivered to the ship at a minimum of five months before the start of availability (SOA). At SOA-90, the planned SCDs and corresponding manpower and training information contained in this report will be reviewed and updated as necessary to reflect any changes in the scheduled availability. If the changes in the availability have manpower or training impacts, an SOA-90 MPT Plan will be developed and distributed.

(1) The MPT Plan will include:

(a) A list of all SCDs to be executed during the availability.

(b) Tables that identify the SCDs that have specific training requirements.

(c) A detailed breakdown of initial and follow-on training as a result of each installation

(d) An analysis of existing training requirements that are associated with new installations.

(e) A detailed summary of changes to ship's billet requirements as a result of ship changes.

c. Ship Reporting Requirements

(1) Per reference (d), paragraph 6-4.7.12, based on current availability data, the ship will publish the overhaul training plan (OTP) including technical and operator training requirements as a result of ship changes to be accomplished at SOA-90. The ship will submit the OTP to the ship program manager and TYCOM.

(2) Per reference (d), paragraph 6-4.7.14, the ship will provide a completion letter to the ship program manager and TYCOM within 30 days following end of availability (A+30). Before the SOA, TYCOM will provide the ship's training officer a template to aid in meeting this requirement.

CHAPTER 5
FDNF CVN TRAINING CYCLE

1. Purpose

a. This chapter provides specific guidance for the training, assessment, evaluation, and reporting for unit-level requirements and events for the FDNF CVN.

b. Due to the high operational tempo and readiness requirements of FDNF units, the FDNF CVN has a training cycle that includes only sustainment and maintenance phases. This chapter refines the FDNF cycle to meet COMUSFLTFORCOM OFRP and COMSEVENTHFLT training and certification requirements while providing an efficient equivalency to CONUS-based CVNs. Based on the periodicity of events as established in the T and R Matrix, it is important to note that ULT requirements will vary from year to year during the 36-month OFRP.

2. Discussion

a. COMUSFLTFORCOM/COMPACFLTINST 3501.3E directs COMSEVENTHFLT units to establish a training continuum tailored to its unique operating environment. It is annotated as the COMSEVENTHFLT Training Program (7FTP). The 7FTP consists of two components: Certification and sustainment training. Both will leverage fleet operations and exercises including fleet training exercises, command post exercises, and multi-warfare synthetic exercises implemented through the FST program as described in COMUSFLTFORCOMINST 3500.2. The 7FTP encompasses training through assessed underway and in port events in these areas: warfare proficiency, operational requirements, COMSEVENTHFLT unique missions, OPLANs, mission rehearsal and FDNF and joint and coalition interoperability.

b. ULT Requirements. The FDNF cycle is based on a 36-month timeline. Every effort will be made by COMSEVENTHFLT, COMCARSTRKGRU FIVE, CTF-70, and TYCOM to afford the FDNF CVN a training plan (schedule) with sufficient opportunity to conduct meaningful training and maintain maximum readiness levels consistent with TYCOM and COMSEVENTHFLT requirements, missions and OPLANs. Because the FDNF CVN operates in the sustainment and maintenance phases, it cannot follow the CONUS-based CVN OFRP cycle (i.e., FEP event following each annual maintenance availability period). As a result, a tailored training plan is required to ensure currency and proficiency in all areas with associated performance targets. On a periodic basis (event-based as well as rolling calendar), the FDNF CVN will be tasked to conduct training, certifications and assessments in areas that may degrade during the maintenance cycle, or be overcome by previous operational requirements.

c. FDNF Periodicities. FDNF periodicities are prescribed in the T and R Matrix. Every event has a prescribed periodicity for experience and performance. They will vary slightly from CONUS-based carriers to account for the 36-month FDNF cycle but remain in compliance with COMUSFLTFORCOM OFRP and COMSEVENTHFLT requirements.

3. General. A description of training progression for the FDNF CVN is provided in figure 5-1 and paragraphs 3-12.

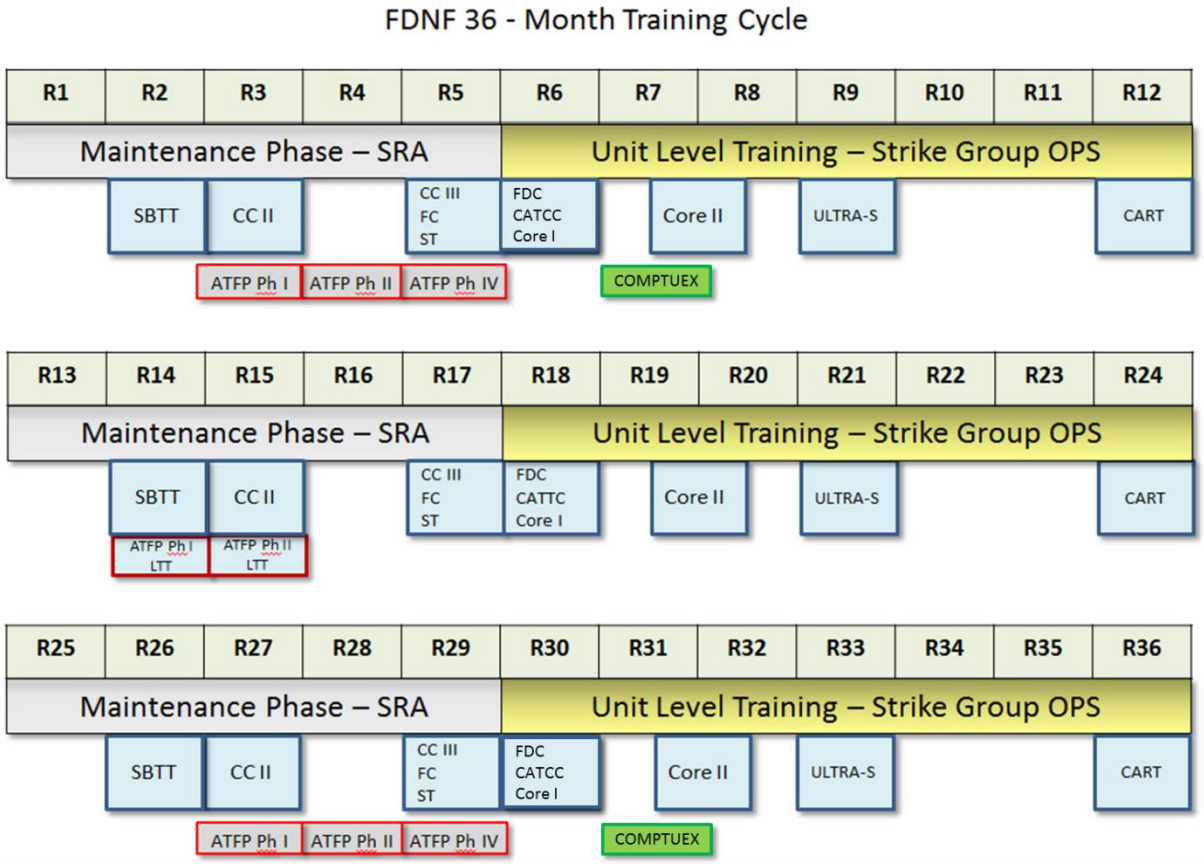

Figure 5-1 FDNF CVN Training Readiness Sustainment (36-Month Cycle)

4. Training Support for OFRP Events. As a part of the FDNF tailored cycle, training, certification, and assessment events will be implemented to meet overall requirements. The FDNF CVN will accomplish the same training objectives of CONUS-based carriers. ATG continues to provide SMEs to support these events. The FDNF CVN will request Commander, Afloat Training Group Western Pacific support via naval message early in the annual maintenance availability, prior to crew cert. A sample training support request message can be found on the COMNAVAIRPAC HIP under the N7 Directorate menu. The utilization of an external agency other than ATG for event grading must be approved by the TYCOM through submission of an external evaluator waiver request. External evaluators will be carefully chosen based on seniority, technical background and experience.

5. CART

a. CART is an internal event conducted during the return home from each FDNF deployment. It facilitates maximum benefit from limited training assets and opportunities. The

FDNF CVN must have a clear understanding of the specific training and assessments it will require and a detailed plan for accomplishment while in port during their scheduled maintenance availability.

b. During CART, the ship's force looks ahead to the next patrol and determines who will fill critical billets. They then construct a comprehensive WTRP depicting how personnel will be trained to fill each billet. Requests for school quotas will be transmitted to quota control authorities via eNTRS or Catalog of Navy Training Courses with sufficient lead time to afford maximum attendance prior to completion of the scheduled maintenance availability. WTRP shortfalls identified during CART will be documented on the CSDL.

6. FNDF Crew Preparation

a. During the annual maintenance availability period, the CVN will commence a period of crew preparation for a return to sea. The duration of the crew "prep" period is at the discretion of the CO but must be sufficient to allow for completion of the SBTT COI, crew cert, fast cruise, and sea trials.

b. Because of the FDNF dynamic environment, ATFP events must be scheduled during the annual SRA to ensure adequate in port time to train and exercise prior to the annual deployment. The certification cycle is 24 months allowing for no more than 30 months between certifications. The FDNF CVN must schedule well in advance with the COMCARSTRKGRU, ATG and TYCOM to complete ATFP requirements. Every other year a phase I, II, and IV certification must be completed. Biennial, sustainment is required by conducting a phase I and phase II LTT. LTTs are supported by ATG.

c. SBTT is a COI scheduled and conducted with ATG prior to crew cert. During SBTT COI, 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. ATG will also conduct a review of the ITT's ability to plan and execute an integrated training exercise. This will be a non-graded review that will better prepare the ITT for crew cert qualifications.

d. Crew cert is the process by which the COMCARSTRKGRU ensures the ship is ready to proceed safely to sea with a qualified crew supported by the TYCOM and ATG. Due to the short duration of the FDNF SRA, only crew cert phases II and III are required annually utilizing guidance outlined in chapter 3. During crew cert, the COMCARSTRKGRU and ATG are tasked to confirm:

(1) Appropriate administrative programs are in place.

(2) Required instructions and bills in force.

(3) A current and effective PMS program.

(5) Effective training and PQS programs are in place.

(6) A dock trials plan (as outlined in OPNAVINST 9080.3G).

e. Fast cruise will be conducted per COMFLTFORCOMINST 4790.3C, OPNAVINST 9080.3G, and the EDM. Additional guidance is outlined in chapter 3 of this manual and the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx.

f. Sea trials will be conducted as outlined in chapter 3, paragraph 17 of this instruction.

g. Flight deck and CATCC certification assesses the FDNF carrier's ability to safely conduct routine day and night aircraft launch and recovery operations in a safe manner. These assessments are conducted per COMNAVAIRPAC/COMNAVAIRLANT 3500.71D, CVN Flight Deck/CATCC Certification Following Repair Availability/ Overhauls and Extended Non-Flying Periods.

7. CORE I and II

a. CORE I and II will be conducted upon completion of the annual maintenance availability period.

b. The purpose of CORE I and II is to train and assess the carrier's training teams and watch standers in requisite warfare areas with emphasis on CORE competencies per OFRP requirements found in the T and R Matrix.

c. Both periods of CORE training are nominal five-day periods when ATG and MTT will be available to support either or both periods if requested. The overall objective is to include all training necessary to ensure that sustainment phase experience and performance requirements are maintained.

d. If the FDNF CVN, COMCARSTRKGRU, ATG, and TYCOM agree that training currency and proficiency exist for a particular warfare area or event, the CVN may request assessment in that area and event during CORE events instead of the sequential ULTRA-S event. This precludes unnecessary training in routinely performed events and affords a more tailored, efficient ULTRA-S event. However, the P requirement indicated in the CORE column of the T and R Matrix, specifies the events that must be graded for P by the end of CORE training. CORE P grades will be assessed under MCO conditions. Careful attention must be paid to ensure periodicities can be maintained in respective areas during the remainder of the 36-month cycle.

8. COMPTUEX. COMPTUEX is a nominal 14-day SOE-driven exercise and an FBP to be held every other year. It is focused on developing the CVN and COMCARAIRWING team into a cohesive unit and integrating these units into the deploying COMCARSTRKGRU if additional assets are available. In addition, the CVN and COMCARAIRWING team and available

COMCARSTRKGRU units will develop basic war fighting proficiencies, and coordinate COMCARSTRKGRU operations that will be required during the sustainment phase of training. The deploying COMCARSTRKGRU closely monitors the progress of the CVN and COMCARAIRWING team.

9. ULTRA-S

a. ULTRA-S will be conducted annually upon completion of CORE I and II, and serves as the CONUS-based equivalent of latter stage TSTA and FEP. Since the FDNF CVN executes in either maintenance or sustainment phase, the capstone FEP event for CONUS-based carriers transitioning to APT is not relevant.

b. ULTRA-S is a nominal four to five-day graded event that captures the culmination of the FDNF CVNs ULT and its overall proficiency. During this period, the ship will renew various performance assessments, including annual CORE competencies.

c. The ULTRA-S SOE will be tailored according to event periodicity in the Performance Expiration (days) column of the T and R Matrix. It must include, but is not limited to, those events with assessments set to expire prior to the next training assessment (i.e. CORE I). The SOE is developed by the ship with the concurrence of the COMCARSTRKGRU, but requires TYCOM coordination and final approval prior to execution.

d. ATG is the TYCOM and COMCARSTRKGRU executive agent for procedural and standardization issues during ULTRA-S. ATG will advise the COMCARSTRKGRU of procedural and standardization issues to ensure TYCOM requirements are met.

10. Responsibilities. Responsibilities for conducting FDNF training (CORE I, CORE II and ULTRA-S):

a. The TYCOM will

(1) Assume role as senior observer.

(2) Monitor CORE I, II and ULTRA-S training and assessments and resolve questions and concerns, as required.

b. The COMCARSTRKGRU will

(1) Assist the ship with scheduling required resources and services and coordinating the embarkation and debarkation of aircraft to support events.

(2) Review the CORE and ULTRA-S SOEs presented by the carrier. Submit a training support requirements message upon completion of the training scheduling conference. An example is located on the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx.

(3) Act as an external evaluator when authorized by TYCOM.

c. The ATG will

(1) Provide SME personnel for the training periods and coordinate scenario and SOE tailoring with the ship's ITT. The ATG CVN TLO will report directly to the senior observer.

(2) Assign the TLO or designated representative, who will provide the TYCOM, COMCARSTRKGRU, and CO with an objective assessment by mission area of crew performance upon completion of each training assessment in the form of an EOMR.

d. The CO will

(1) Task the ITT to develop and execute CORE I, II, and ULTRA-S SOEs. The ITT will use the CORE I, II, and ULTRA-S background information provided by ATG as a guideline, ensuring all drills meet required COMCARSTRKGRU and ATG objectives and safety requirements.

(2) Provide a ready-to-train letter to the ATG TLO at the CORE I, II, and ULTRA-S in-brief. At a minimum, the ready-to-train letter will include a copy of these documents: CO's battle orders, condition I, II, and III watch bills, WTRPs, training team designations and a list of the ship's standard simulations.

(3) Obtain and request operating area clearances and required services to support CORE I, II, and ULTRA-S.

(4) Conduct CORE I, II, and ULTRA-S briefings as required.

(5) Submit external evaluator waiver request as required.

11. FDNF FST

a. FST is the key component of the 7FTP and provides staffs and units the ability to develop working relationships and tactical expertise in naval, joint and coalition environments.

b. The FDNF CVN will conduct FST per requirements set forth in COMSEVENTHFLTINST S3501A.

12. Reactor Department Training

a. CVN Nuclear Engineering Training Requirements. Nuclear engineering training requirements are governed by EDM, OPNAVINST 9210.2C, and COMNAVAIRFORINST C1512.3F.

b. For general information concerning ORSE and reactor department drills, refer to chapter 3 of this instruction.

13. Assessment of FDNF OFRP - FDNF EOMR Requirements

a. Summary of Training. The FDNF COMCARSTRKGRU and CTF-70 will provide a summary of training conducted per this instruction, and will report on the carrier's training readiness status and significant issues discovered during the following FDNF OFRP events. Definitions for "restrictive," "major," and "minor" discrepancies are listed in chapter 3, paragraph 41 of this instruction.

b. CART

(1) The CVN will send a message to the TYCOM reporting completion of CART I. The FDNF COMCARSTRKGRU will endorse the ship's message. The message will provide assessments of:

(a) Ship's ITT organization.

(b) TACs completed.

(c) Ship's WTRP, to include: NEC producing and non-NEC FLTMPS required schools, EDVR, and ODCR.

(d) LORTARP, to include: Identification of temporary additional duty training and administration of the reserve requirements, identification of required schools, and FLTMPS required schools report.

(2) A sample FDNF CART message is provided on the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx.

c. Crew Cert Phase II and III

(1) The COMCARSTRKGRU will send a message to the TYCOM reporting completion of crew cert process phase II and III.

(2) This message will provide an assessment of the ship's training and administrative readiness and comment on the performance during simulated underway operations and emergency drills.

(3) The message will also indicate the number of "restrictive" and "major" discrepancies identified during the crew's certification process.

(4) A sample crew cert completion message is provided on the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx.

d. Flight Deck Certification and CATCC Certification. The COMNAVAIRFOR aircraft handing team, in conjunction with COMNAVAIRFOR CATCC team, will prepare and release the flight deck and CATCC certification message upon completion of the FDC and CATCC certification.

e. CORE I and II

(1) The ATG TLO will report the results of CORE I and II events to the FDNF COMCARSTRKGRU when completed. The COMCARSTRKGRU will inform TYCOM via message that will include: a list all "restrictive" and "major" discrepancies and training concerns resulting from the CORE I and II training and assessment; an assessment of the ship's ongoing training programs; an assessment of the ship's ITT organization and ability to brief, execute, and debrief complex drills sets; an assessment of ITT and watch stander's level of proficiency and readiness to train in each mission area and a recommendation regarding emphasis for additional follow-on training as required.

(2) The COMCARSTRKGRU CORE message will also provide a mitigation plan and schedule for completing any outstanding events and ICAVS.

(3) All discrepancies noted during CORE I and II will be documented on the CSDL.

f. ULTRA-S

(1) The ATG TLO will report completion of the ULTRA-S evaluation event to the FDNF COMCARSTRKGRU, info the ship and TYCOM. The ATG report will include: a brief overview of training conducted; an assessment of the ship's ongoing training and PQS Programs; an assessment of the crew's overall readiness by mission area and recommendations regarding follow-on training as appropriate.

(2) The ATG report will also include ULTRA-S sub-event grades using the TACs.

(3) The FDNF COMCARSTRKGRU will report completion of ULTRA-S within two working days to the TYCOM and SEVENTH Fleet.

(4) The FDNF COMCARSTRKGRU message will make recommendations concerning the ship’s ability to continue in the sustainment phase and comment regarding requirements for recommended follow-on training.

(5) The message will list all "restrictive" and "major" discrepancies noted during this event and provide a mitigation plan and schedule for completing any outstanding ULTRA-S required training events or ICAVS.

(6) All discrepancies will be documented on the CSDL. The ship, via the COMCARSTRKGRU, will continue to provide mid-month updates to the TYCOM until final resolution of all noted "restrictive" and "major" discrepancies. Sample templates for EOMRs are provided on the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx

CHAPTER 6
TACS AND T AND R MATRIX

1. Training and Assessment Overview. This chapter breaks out individual training sub-events that represent the minimum training and assessment required during OFRP major phases. The syllabus and grading criteria for all training events are set out in the TACs that must be used for both training and assessment of each event. Nothing in this chapter prevents a CO from conducting additional training above the minimum requirement if resources are available and deemed necessary. Training requirements consist of experience (training) and performance (assessment). Generating an SOE must take into account both requirements. It is important to recognize that while individual sub-events can be trained separately, they are all part of the integrated ship performance. Therefore, individual sub-events need to be conducted as part of integrated drill packages to achieve the conditions necessary to demonstrate satisfactory performance. Details of the minimum integration necessary for a performance grade are indicated in the integration column of the T and R Matrix. Ships will maintain a steady upward progression until attaining sustainment phase E requirements.

Note 1: TYCOM requirements for individual schools are not listed in the T and R Matrix. They can be found in the FLTMPS.

Note 2: Nuclear engineering training requirements are not provided in this document. Nuclear engineering training requirements are governed by EDM, OPNAVINT 9210.2C, and COMNAVAIRFORINST C1512.3F.

2. TACs

a. TACs (also known as sub-events) are the practical means to carry out policy defined in the CVN TRAMAN. They are individual instructions that will be referenced via the COMNAVAIRPAC, N7 HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx.

b. TACs are a critical tool because the description of what and how to train is also the assessment checklist. It is an "open book" examination for units. If the unit uses the TAC to train for experience, they are training to performance that will be considered satisfactory assessed by TAC standards.

c. TACs have three main functions: Train the trainers, assessment, and reporting.

(1) External trainers will use the TACs to conduct training of the ship's training teams.

(2) An external organization (such as an ATG) will use TACs to carry out assessment of the training conducted.

(3) The frequency and periodicity of TACs required to be assessed for performance (for P) are listed in the T and R Matrix. The results of these assessments are reported via CV-SHARP and inform DRRS-S.

d. TACs are to be used for both training and assessment to standardize both these elements. TYCOM nominated SMEs are custodians of appropriate TACs and ensure both the content and periodicities are relevant and accurate.

e. When an event is scheduled for experience the training team will check the current experience level of the watch teams and provide an appropriate training environment. In consultation with the ship's CO, the training team can use any level of simulation they deem fit for a training event. The complexity of the training environment is set at the discretion of the training team at a level that is commensurate with the training needs of that team (crawl-walk-run). However, careful consideration will be given to ensuring all teams are prepared to meet the conditions set out in the TAC (which includes integration identified in the T and R Matrix and represents the MCO standard). To gain E credit, a complete watch team must be present for the event and must be trained to complete all the standards specified in the TAC (MOP). Use of the TAC to record interventions required during training is encouraged as this provides valuable feedback on the competency of the watch standers. Recorded interventions will be used to inform follow-on training. Once training is completed, the event is logged for experience (E) in CV-SHARP, and all individuals in that team gain E credit.

f. When a sub-event is required to be assessed for performance P, the external agency assessing the event is required to use the TAC for grading. To achieve a valid "P" score, the ship must demonstrate its ability to meet the MOPs under the conditions set in the TAC. Unless otherwise stated, the passing score for all TACs is 80 percent. In the event a TAC is failed, a course of action will be devised between the COMCARSTRKGRU, TYCOM, and the ship to mitigate the failure based on resource and ATG availability. If the assessment scenario does not meet the conditions set in the TAC, no P grade will be recorded. Integration of most sub-events is required. The ship's training teams will take care to ensure the watch standers are ready to conduct the sub-event as part of an integrated drill package (as indicated in the integration column of these tables and the conditions section of the TACs). The P score is tied to an entire unit and, therefore, the assessment of all teams is not necessary for performance of that sub-event. Details of how many teams must be assessed are specified in the associated TAC. If assessment of more than one team is required, the P score will be an average of all required teams that were assessed. During a performance event, the assessing agency will use the TAC to score each MOP as "achieved" or "not achieved." If "achieved," the full weighted score is awarded (no partial scores), if the MOP is "not achieved," the score awarded for that MOP is zero. During a performance event, interventions are permitted at any time by both the ship's training team and any qualified assessor and an overall score will still be awarded, but the score for the MOP that required intervention will be zero. Therefore, training and assessment teams will only intervene during an assessed event to progress an event that has stalled or if a hazard develops that could lead to a personnel or equipment casualty. Once the performance event is completed, scores awarded for each MOP will be added, the sum divided by the maximum achievable points and the result multiplied by 100.

g. An example of an extract from a TAC is shown in figure 6-1.

h. TACs are re-published twice a year. Planned publication dates are 1 February and 1 August annually.

i. The results of TACs assessed for P scores are entered into a database that is accessed aboard each unit. This data is collected and processed by a civilian sub-contracted firm that manages the software used to inform DRRS-S.

j. The complex software program that collates data from all CVNs requires significant advance notice to implement changes or new TACs. For this reason, SMEs are to submit proposed changes to TACs at a specified time several months prior to publication.

Note: this may change in the future due to software updates.

k. TYCOM nominated SMEs have the dominant role in the TAC change process. They receive proposals for change from the fleet, consult appropriate commands and eventually propose and submit changes to the TYCOM.

(1) The change process is detailed in a Microsoft PowerPoint presentation found on the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx. Other specific instructions that diverge from the standing change instructions will be implemented by the TYCOM to the SMEs.

(2) Units are to submit proposed changes to the TACS to COMNAVAIRPAC and COMNAVAIRLANT N7, SMEs, or an ATG representative when aboard for assessment.

(3) Changes from the most recent re-publication will be annotated within the TACs in red, and only changes from the most recent publication will be highlighted. Deletions cannot be highlighted in red.

l. Serials that must be carried out together are nominated in the integration column of the T and R Matrix. References to integration in the TACs are superseded by direction in the T and R Matrix.

CV-SHARP Task ID
Short numerical and alphabetical title (used in CV-SHARP) and for quick reference.

TAC Name
Title and description of TAC and sub-event.

Purpose and Intent
Outlines the primary aim of this TAC. May include references to other publications.

Resources
May include time, personnel, facilities and equipment requirements.

Conditions
Conditions that must be met to assess the TAC for P. These conditions need not be met when exercised for E.

	Ship		Assessor	Organization (ATG/etc)		Date	Event (TSTA/C2X/etc)				Score	CNAF CSTT TAC-AAW	AUG 2017 edition	
3	CV Sharp Task ID	TAC Serial	Task Name	Purpose / Intent	Resources	Conditions	Team Types	Teams for E	Teams for P	Individuals	Measure of Performance	Achieved	Intervention	Weight
4														
5	AAW 1001	1	Analyze & Plan for an AAW Mission / Task	To ensure that the Air Defense watch team, equipment, and organization conducts proper AW mission planning. REFS: CVN CLASS TACTICAL MANUAL, ATP 1 VOL I and II, CO Standing Orders, CO Battle Orders, TAO Hand book, Anti-Surface Warfare Commanders Manual, Anti-Air Warfare Manual, Fleet Air Defense, Navy Surface Warfare Manual, Surface Warfare Aviation Tactics, Air Defense Planning Guide, SSDS MK2 Tactical Manual, ALSA Manual, FXP-2, FXP-3, Naval Strike and Air Warfare, TACAIR Employment Against Maritime Threats, FAC/FIAC Defense Procedures, Fleet (AOR) or CSG OPTASKS, Naval Strike and Warfare Manual, Surface ship SUW Tactics, Surface ship OTH-T and surveillance, Surface ship aviation tactics, ASW TACAID, Operational Reports, TAC Air Employment against Maritime Threats, FAC/FIAC Defense Procedures	Time: As required for the complexity of the event Personnel: As applicable to conduct the entire mission successfully Facilities/Equipment: BFTT SSDS Radars Radios Weapons C5I equipment EW/INTEL/SUPPLOT	During every training and real world event; at sea or pier side with installed training systems. Day or night during safe weather conditions. *Must be completed within 24 hours of a mission event for Condition III or I watch team.	AIC	2	2	N/A	Were watch standers knowledgeable with onboard Combat Direction Center Systems like: SSDS, 360 degree self-defense weaponry, Link 11/16/JREAP, Internal/External Communications, and applicable Air and Surface Search Radar parameters, Weapons Firing Doctrine, Identification systems, Electronic Warfare?			10
6	AAW 1001	2	Analyze & Plan for an AAW Mission / Task				CDC	2	2		Has an OCSOT event been conducted within 30 days according to ships 3M reporting?			5
7	AAW 1001	3	Analyze & Plan for an AAW Mission / Task				CDC AIR	2	2		Are all assignments for divisional personnel listed on the Watch Quarter and Station Bill (WQSB)?			5
8	AAW 1001	4	Analyze & Plan for an AAW Mission / Task				CDC WEAPONS	2	2		Is WQSB posted/readily available and up-to-date?			5
9	AAW 1001	5	Analyze & Plan for an AAW Mission / Task				CS-CSOOW	3	2		Are Commanding Officer's Standing Orders and Battle orders current and signed by current CO?			5
10	AAW 1001	6	Analyze & Plan for an AAW Mission / Task				EW-Module(Cond III)	3	2		Are there qualified and sufficient watch standers for (2) CDC watch teams for Condition III according to SSDS MK2 NTSP or IAW CO's Battle Orders?			10
11	AAW 1001	7	Analyze & Plan for an AAW Mission / Task				Mission Planning AAW/ASU	1	1		Is CDC Watch Log being maintained?			5
12	AAW 1001	8	Analyze & Plan for an AAW Mission / Task								Is there an approved list of abbreviations/acronyms posted on the inside cover of each log?			5
13	AAW 1001	9	Analyze & Plan for an AAW Mission / Task								Are Contact Report Templates (Checkprint) IAW current OPORD/OPTASK on station?			5

Team Types
These are the teams allocated to this specific TAC. One of these will be nominated as the "Primary Team Type."

Teams for E
This is the minimum number of teams of each type the CVN must have aboard and built within CV-SHARP.

Teams for P
This is the number of teams that will be assessed for performance (P) during an assessment.

Measures of Performance
These are the specific instructions on how to complete this serial and details the specifics of the training and how it will be graded for P.

Weight
This weighting assists in grading the TAC when assessed for P. A higher weight indicates more influence of that MOP on the P score.

Figure 6-1 Example of TAC

3. T and R Matrix. An explanation of T and R Matrix columns is found in subparagraphs 3(a) through 3(m).

a. Sub-Event. The sub-event is the number for a particular evolution as classified in CV-SHARP.

b. Title. The title is a brief description of the event. Each sub-event is supported by an associated TAC. The TAC describes in detail what needs to be accomplished, by whom and how the event is assessed. Assessment criteria includes the conditions and standards that are required to be achieved and is published on the COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx.

c. Phase. The training requirements for each sub-event are broken down by OFRP phase (see details of the content of each phase in chapter 3). In each phase, E and P columns with requirements are annotated. Each phase stands alone so a ship only needs to conform to the training requirements applicable to the phase it is executing currently. E levels and P scores carry forward from one phase to the next. Previous phase events do not need to be rescheduled.

d. Maintenance Phase - In port. This is the period of time from the commencement of maintenance until the start of crew "prep." During this time, the ship's training team will oversee the conduct of all training. All assessments will be conducted by TYCOM teams unless specified otherwise in the TAC.

e. Maintenance Phase – Crew "Prep." Includes: SBTT COI, crew cert phases I, II, and III (as applicable), fast cruise, flight deck certification phases I and II (as applicable) and sea trials. During this time ATG will train the ship's training teams in the execution of training and conduct assessments to ensure the ship is safe to proceed to sea. In some cases, the P requirement is annotated "#," and this indicates that an alternative assessment agency normally conducts this assessment.

f. Basic Phase. This is the period of time when basic phase ULT will be conducted. E and P levels for each element of basic phase are indicated separately.

Note 1: The latest P grade achieved during basic phase (regardless of when it was conducted) will comprise the basic phase score that will remain valid for readiness reporting until its periodicity expires or it is re-graded.

Note 2: Because of the unique operating nature, there is no TSTA and FEP requirement for FDNF; all training requirements are a continuum of evolutions scheduled on either a cyclic or periodicity basis.

g. Integrated Phase. This is the period of time when strike group integrated training takes place under the direction of Commander, Strike Group Training (Pacific and Atlantic).

h. COMPTUEX. This column indicated the first part of integrated training and does not necessarily require a COMPTUEX to be completed. In any event the E and P levels required in this column must be completed before the ship can commence the final phase of integrated training.

i. SRA. FDNF undergoes an annual SRA period. During this time the E levels may degrade to roughly 80 percent of the sustainment requirement as described in the SRA column. The P requirement indicated in the SRA column specifies the minimum number of events that must be graded for P at the end of the SRA to ensure that the ship is safe to return to sea for subsequent CORE training.

j. CORE. The P requirement indicated in the CORE column specifies the minimum number of events that must be graded for P by the end of CORE training. CORE P grades will be assessed under MCO conditions. Further P grades will be required during ULTRA-S. ULTRA-S events will be scheduled and conducted on an "as required" basis that depends on the P periodicity (in the operational sustainment column). A P grade achieved during crew "prep" cannot be used to replace the operational sustainment requirement for P conducted during CORE and ULTRA-S as these events must be graded under MCO conditions.

k. Sustainment. This is the period of time from the end of integrated phase training to the start of maintenance when the ship sustains the training readiness levels achieved. This period of time includes an annual ULTRA-S when ATG will be available to re-grade P events that are due to expire before the next scheduled ULTRA-S. This column indicates:

(1) The E level to be maintained.

(2) The E periodicity (days until it expires).

(3) The P periodicity (days until it expires).

Note: The (long term) replacement FDNF CVN will require a tailored training plan to meet basic and intermediate phase requirements prior to assuming FDNF sustainment phase status.

l. Integration. The sub-events in the column must be conducted as part of an integrated drill package with the sub-event being graded for performance. Sub-events required for integration do not need to be graded, but they must be conducted to meet the performance conditions.

m. Primary Team Type and Department. Each sub-event has a single primary team type although most sub-events are executed by multiple team types. The department column indicates the department from which the primary team type's originated.

4. Requirements for E and P. To determine the E and P requirements, a ship references the tables in the column that correlate to the OFRP phase in which the ship is operating. Each OFRP phase column specifies an E level and P requirement, as applicable. P requirements will be annotated with ("Y" (yes) and "N" (no)).

a. E Requirement. In each OFRP phase column, the E number indicates the required level to be achieved and maintained by all required watch teams. To achieve an E level for a sub-event, the event must be conducted for training. Sub-events represent training events only and are not a reflection of "watches logged." When team training has been conducted and E is logged in CV-SHARP, the watch team gains E credit, and the "currency clock" within CV-SHARP begins. See chapter 2 for details in determining how E levels are calculated and maintained. For scheduling purposes, the unit will identify the E requirement and the current ship's achieved E, and plan to schedule sufficient training to bring all watch teams up to the required E level by the end of that phase. E levels will degrade over time and as individuals leave watch teams. Therefore, WTRPs must make allowances for sufficient training for both qualified and watch standers under instruction to prevent E degradation resulting from personnel turnover.

Note: E is gained each time an event is conducted for performance. So when scheduling training, all assessed events can be included in the plan to achieve sufficient experience. Experience is cumulative so the E level achieved in one column carries over to the next column.

b. P Requirement. In each OFRP phase column, a "Y" and "N" indicates if the sub-event requires an assessment of P. P scores are reported as a percentage for the unit. Each P score overwrites the previous P score and remains valid until the P periodicity expires. If a P event is not repeated within the P periodicity, the P score will degrade to zero.

Note: A pictorial overview of the T and R Matrix is provided in figure 6-2 following paragraph 5 of this chapter.

5. Reporting Training Readiness. The figures submitted for E and P are factored to provide a training readiness figure (P multiplied by E) that is passed to DRRS-S that represents the ship in the best possible light.

a. Experience achieved by watch teams is aggregated for readiness reporting by notional teams to indicate the highest possible E levels the ship could achieve in the MCO required watch teams. However, that may be less than the number of ship's formed watch teams.
The sub-event E is calculated by averaging the lowest notional team E from each participating team type. Sub-event E is aggregated first by MET and then by mission area; this E is the figure passed to DRRS-S.

b. The P score achieved by the unit for each sub-event is rolled up so that the achieved P score passed to DRRS-S represents a P band as found in paragraphs 5b(1) through 5b(3):

(1) P achieved greater than or equal to 90 percent equals a P score of 100 percent passed to DRRS-S.

(2) P achieved 80 to 89 percent equals a P score of 90 percent passed to DRRS-S

(3) P achieved less than 80 percent equals an actual P score passed to DRRS-S.

c. The combined E multiplied by P for each primary mission area is then displayed in DRRS-S as the TFOM. The threshold level color for the TFOM score in DRRS-S is green if greater than or equal to 80 percent, yellow if greater than or equal to 60 to 79 percent, and red if less than 60 percent.

Note: As DRRS-S depicts readiness with respect to MCO-ready status, it is expected unit readiness will depict red and yellow starting in the maintenance phase and progress to green as the integrated phase concludes.

d. CO's comments will support all DRRN-S reports and can be informed by all three scores (P, E, and TFOM) to substantiate the actual readiness of a unit.

e. The TACs and the T and R Matrix are separate from the CVN TRAMAN. They can be found under Directorates/N7/TRAMAN at COMNAVAIRPAC HIP: https://cpf.navy.deps.mil/sites/cnap/default.aspx/.

Maintenance Phase
"Y" and "N" indicate if a "P" grade will be given in each sub-phase. Example shows there is no need to achieve a performance grade ("N") in port or during crew "prep." Phase cap numbers explain the number of times the event must be scheduled, conducted, and reported for "E" (cumulative figures) during each phase.

Basic Phase
ASU 1031 must be scheduled, conducted and reported four times to gain an "E" level of 4 prior to integrated phase. There is no need to achieve a "P" grade ("N") during FDC, CART, ULT or FEP. The event must be graded for "P" ("Y") during TSTA.

SRA
Each year, the CVN will conduct a period of SRA when essential maintenance is conducted. During this time, the levels of training "E" may be sustained at a lower level than when deployed. In this example, the required "E" that must be maintained by all watch teams during SRA is 4. There is no need to achieve a "P" grade ("N") in SRA.

CORE Training
"E" and "P" scores are dictated in the same way as SRA. There is no need to achieve a "P" grade ("N") during CORE.

Integration
All sub-events can be drilled for experience independently, but in this case, it must be conducted with ASU 1021, NCO 1511 and AAW 1021 for "P" score.

CFRP Requirements: Experience Reporting & Performance Assessment		CONUS											FDNF				COMMON							Aug 2017 edition	
Sub Event	TITLE	MAINT PHASE			BASIC PHASE						INTEGRATED			FDNF ONLY				SUSTAINMENT & Periodicity				P score agent	Battle E	Integration	Primary Team Type	DEPT
		In Port	Crew Prep	Phase Cap	FDC	CART	ULT	TSTA	FEP	Phase Cap	C2X	JTFX	Phase Cap	SRA		CORE		MITE	Exp Level	Exp Expiration (days)	Perf Expiration (days)					
		Sat / Unsat	Sat / Unsat	E	Sat / Unsat	P	P	P	P	E	P	P	E	P	E	P	E									
WTT																										
ASU 1031	Engagement with Machine Gun	N	N	0	N	N	N	Y	N	4	Y	N	8	N	4	N	8	N	8	90	1170	TYCOM N40/ATG		ASU 1021 NCO 1511 AAW 1021	CDC	OPS

Event Title
Details of how the event is conducted, conditions to be met and the standards required are found in the applicable TAC.

Sustainment and Periodicity
MITE - "Y" or "N" indicate whether the TAC is conducted during the monthly in port training exercise.
"E" Level - In this example, the ship must attain an "E" Level of 8 prior to sustainment.
"E" Expiration - How often the TAC must be performed to sustain experience. In this example, all previous "E" will be reported if the ship has conducted this TAC in the previous 90 days. If not, the ship will report 0 and 8 to DRRS-S until it is performed again. (See Chapter 2 for further explanation) "**P" Expiration -** "P" grades will remain valid for 1170 days. "Y" in a basic or maintenance phase "P" column means the TAC must be graded for performance regardless of periodicity.

"P" Score Agent/Battle "E"
The majority of unit level events will be assessed by ATG; when not the case, it is annotated by a "#" in the table.
An "E" Battle "E" column indicates the event "P" score contributes to Battle "E" scoring.

Primary Team Type and Department
Each sub-event has a single primary team type although most sub-vents are executed by multiple team types.
The department column indicates from which department the primary team type originates.

Figure 6-2 Example for the T and R Matrix