CHAPTER 2
TRAINING READINESS REPORTING

1. <u>Carrier Sierra Hotel Aviation Readiness Program (CV-SHARP) Overview</u>

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. <u>DRRS-S</u>

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.   <u>CVNs Five Different Figures of Merit (FOM)</u>. 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. <u>Relationship of DRRS-S, CVN METL, and CV-SHARP</u>

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.
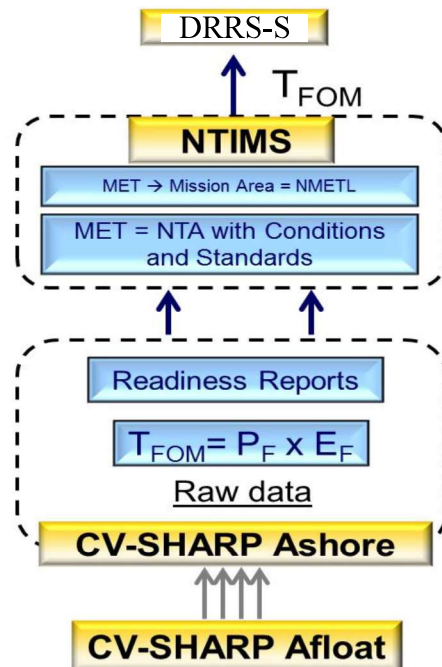

Figure 2-1 DRRS-S, NTIMS, and CV-SHARP Flow

6.   Training Score Methodology

    a.   <u>Training Score (T score)</u>. 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.   <u>Performance Score (P score)</u>. 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.   <u>Experience Score (E score)</u>. 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.   <u>Legacy Calculator</u>. 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.
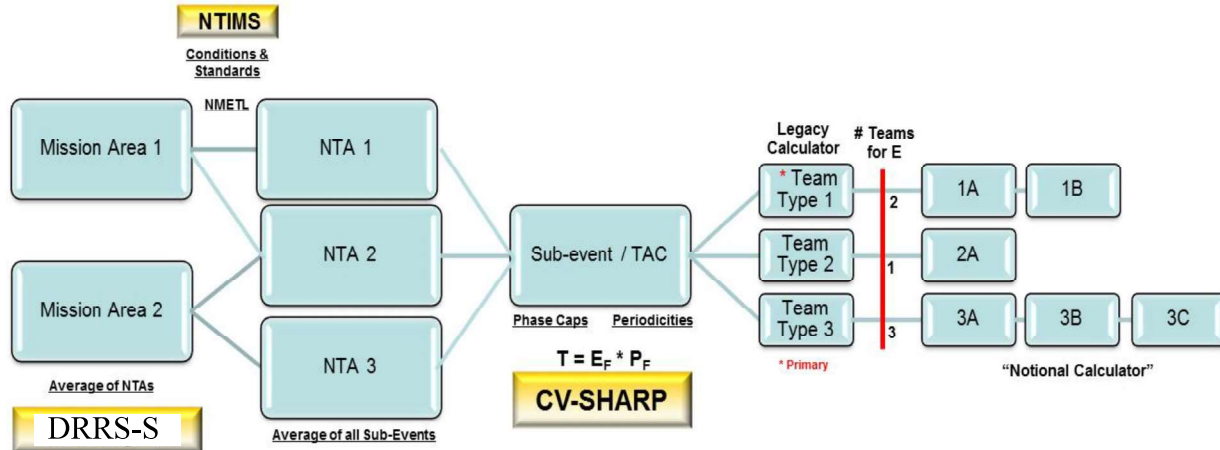

Figure 2-2 T_{FOM} Explained Graphically

e. <u>Phase Caps</u>. 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. <u>Experience Periodicity</u>. 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.