# 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.

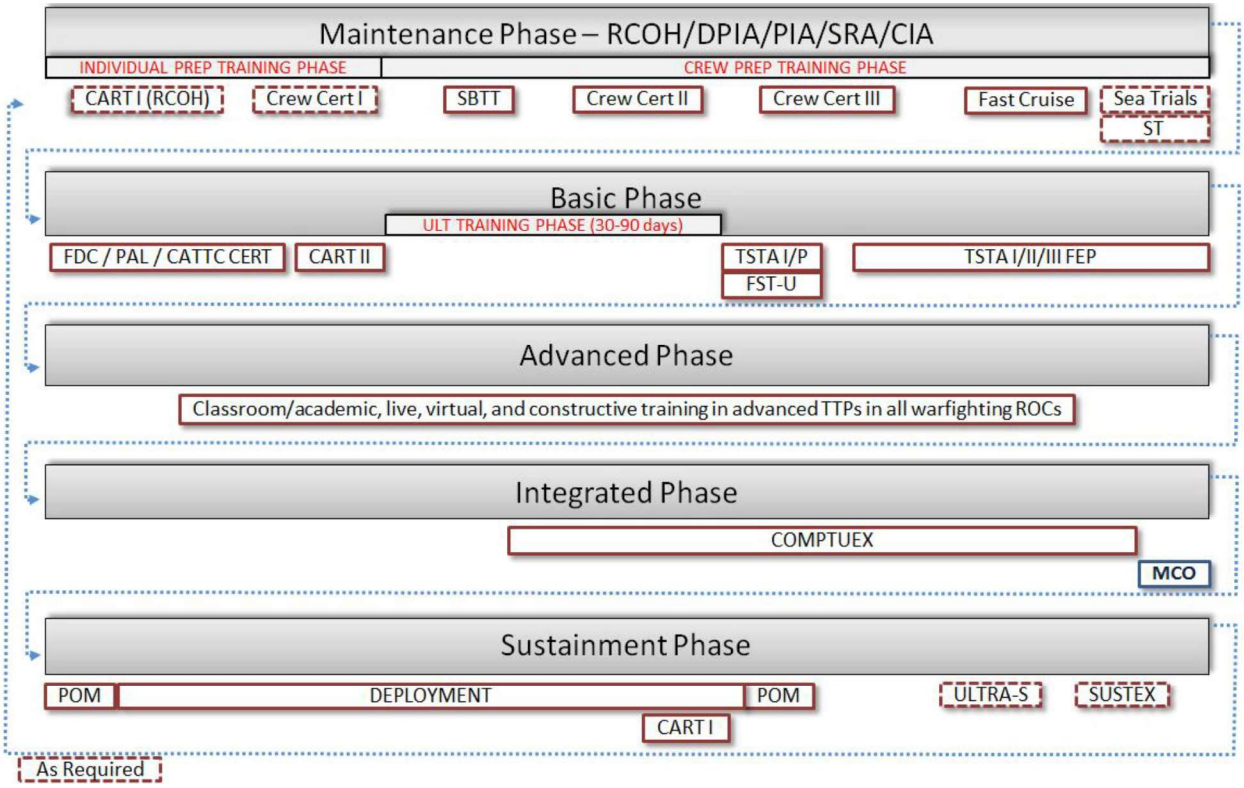


Figure 3-1 Notional CONUS OFRP Cycle

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.

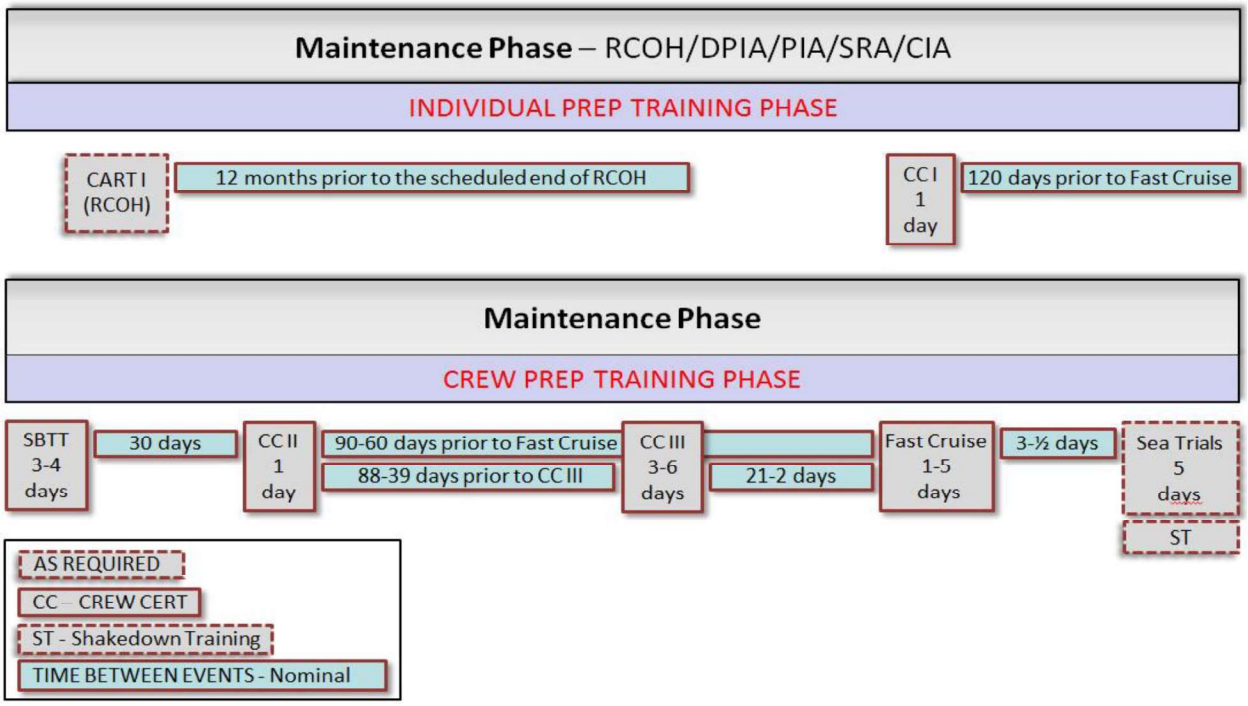


Figure 3-2 Notional CONUS OFRP Maintenance Phase

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.

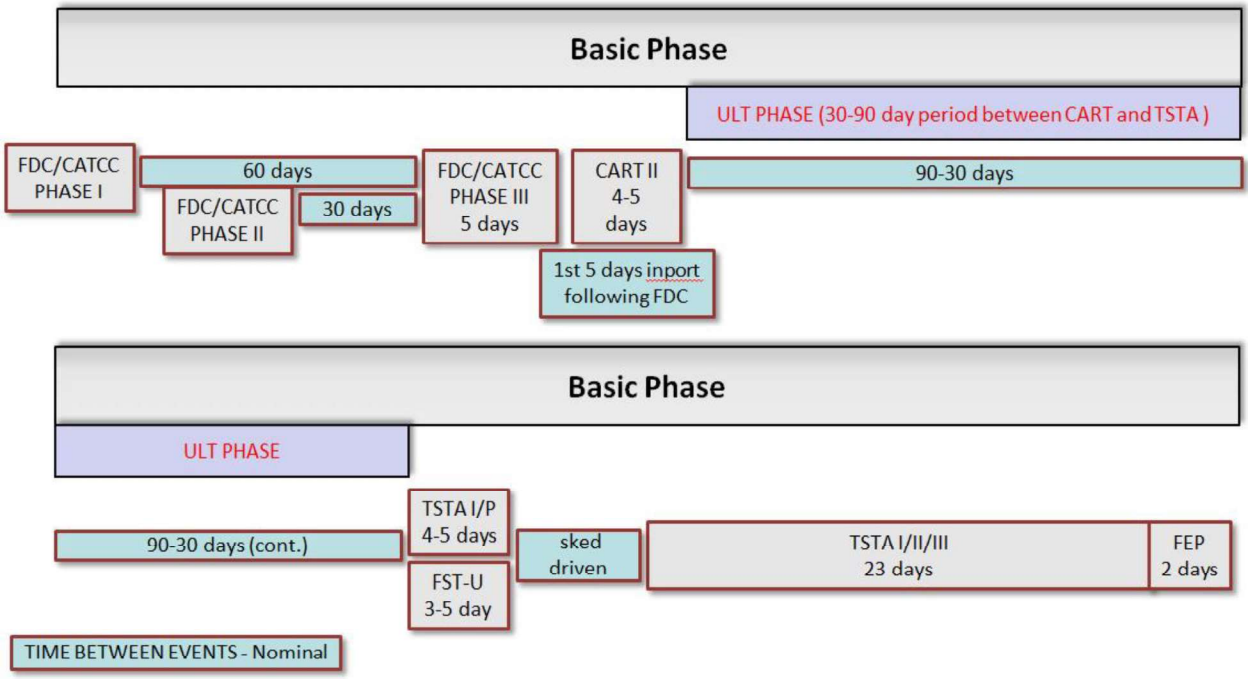


Figure 3-3 Notional CONUS OFRP Basic Phase

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<br>Ref (a) | 5 days, with a repair day in the middle (2-1-2) Ref (a) | 1. NSA (Work COMP)<br>2. Ship REQ permission<br>3. TYCOM authorizes<br>4. Ship completion of Fast Cruise (Note 2)<br>Ref (a) | 1 day<br>Ref (a) | As required to complete the Project-generated, TYCOM approved agenda<br>Refs (a) and (c) | 1. Ship REQ<br>2. TYCOM AUTH<br>3. Daily SITREP<br>Refs (a) and (c) |
| 4 to 9 months in duration; FDNF SRAs | Yes<br>Ref (a) | 2 days, Ref (a); augmented by ref (c) | 1. NSA (Work COMP)<br>2. Ship REQ permission<br>3. TYCOM authorizes<br>4. Ship completion of Fast Cruise (Note 2)<br>Ref (a) | 1 day | As required to complete the Project-generated TYCOM approved agenda<br>Refs (a) and (c) | 1. Ship REQ<br>2. TYCOM AUTH<br>3. Daily SITREP<br>Refs (a) and (c) |
| >60 days but less than 4 months in duration | Per AWP<br>Ref (c) | 1 day, Ref (a); augmented by ref (c)<br>(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.