

CHAPTER 5  
FDNF CVN TRAINING CYCLE

1. Purpose

a. This chapter provides specific guidance for the training, assessment, evaluation, and reporting for unit-level requirements and events for the FDNF CVN.

b. Due to the high operational tempo and readiness requirements of FDNF units, the FDNF CVN has a training cycle that includes only sustainment and maintenance phases. This chapter refines the FDNF cycle to meet COMUSFLTFORCOM OFRP and COMSEVENTHFLT training and certification requirements while providing an efficient equivalency to CONUS-based CVNs. Based on the periodicity of events as established in the T and R Matrix, it is important to note that ULT requirements will vary from year to year during the 36-month OFRP.

2. Discussion

a. COMUSFLTFORCOM/COMPACFLTINST 3501.3E directs COMSEVENTHFLT units to establish a training continuum tailored to its unique operating environment. It is annotated as the COMSEVENTHFLT Training Program (7FTP). The 7FTP consists of two components: Certification and sustainment training. Both will leverage fleet operations and exercises including fleet training exercises, command post exercises, and multi-warfare synthetic exercises implemented through the FST program as described in COMUSFLTFORCOMINST 3500.2. The 7FTP encompasses training through assessed underway and in port events in these areas: warfare proficiency, operational requirements, COMSEVENTHFLT unique missions, OPLANs, mission rehearsal and FDNF and joint and coalition interoperability.

b. ULT Requirements. The FDNF cycle is based on a 36-month timeline. Every effort will be made by COMSEVENTHFLT, COMCARSTRKGRU FIVE, CTF-70, and TYCOM to afford the FDNF CVN a training plan (schedule) with sufficient opportunity to conduct meaningful training and maintain maximum readiness levels consistent with TYCOM and COMSEVENTHFLT requirements, missions and OPLANs. Because the FDNF CVN operates in the sustainment and maintenance phases, it cannot follow the CONUS-based CVN OFRP cycle (i.e., FEP event following each annual maintenance availability period). As a result, a tailored training plan is required to ensure currency and proficiency in all areas with associated performance targets. On a periodic basis (event-based as well as rolling calendar), the FDNF CVN will be tasked to conduct training, certifications and assessments in areas that may degrade during the maintenance cycle, or be overcome by previous operational requirements.

c. FDNF Periodicities. FDNF periodicities are prescribed in the T and R Matrix. Every event has a prescribed periodicity for experience and performance. They will vary slightly from CONUS-based carriers to account for the 36-month FDNF cycle but remain in compliance with COMUSFLTFORCOM OFRP and COMSEVENTHFLT requirements.

3. General. A description of training progression for the FDNF CVN is provided in figure 5-1 and paragraphs 3-12.

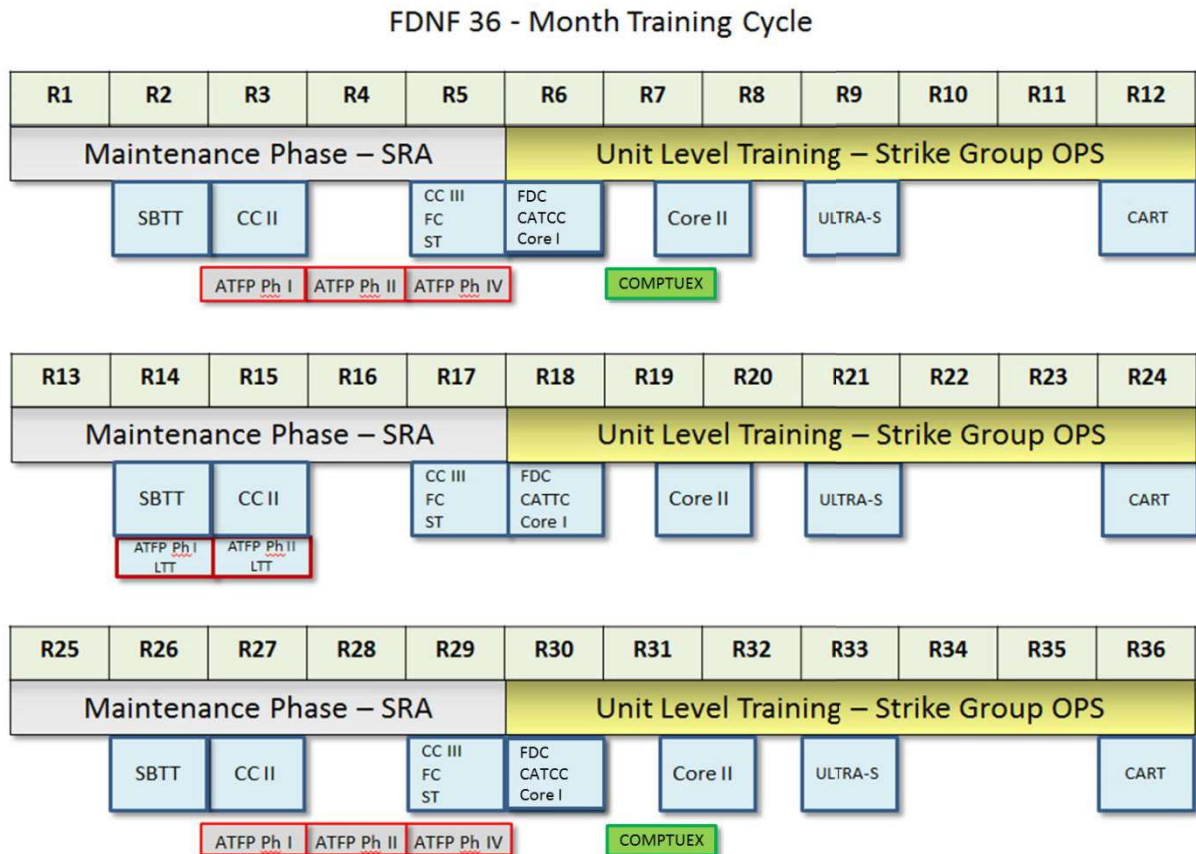


Figure 5-1 FDNF CVN Training Readiness Sustainment (36-Month Cycle)

4. Training Support for OFRP Events. As a part of the FDNF tailored cycle, training, certification, and assessment events will be implemented to meet overall requirements. The FDNF CVN will accomplish the same training objectives of CONUS-based carriers. ATG continues to provide SMEs to support these events. The FDNF CVN will request Commander, Afloat Training Group Western Pacific support via naval message early in the annual maintenance availability, prior to crew cert. A sample training support request message can be found on the COMNAVAIRPAC HIP under the N7 Directorate menu. The utilization of an external agency other than ATG for event grading must be approved by the TYCOM through submission of an external evaluator waiver request. External evaluators will be carefully chosen based on seniority, technical background and experience.

5. CART

a. CART is an internal event conducted during the return home from each FDNF deployment. It facilitates maximum benefit from limited training assets and opportunities. The

FDNF CVN must have a clear understanding of the specific training and assessments it will require and a detailed plan for accomplishment while in port during their scheduled maintenance availability.

b. During CART, the ship's force looks ahead to the next patrol and determines who will fill critical billets. They then construct a comprehensive WTRP depicting how personnel will be trained to fill each billet. Requests for school quotas will be transmitted to quota control authorities via eNTRS or Catalog of Navy Training Courses with sufficient lead time to afford maximum attendance prior to completion of the scheduled maintenance availability. WTRP shortfalls identified during CART will be documented on the CSDL.

#### 6. FDNF Crew Preparation

a. During the annual maintenance availability period, the CVN will commence a period of crew preparation for a return to sea. The duration of the crew "prep" period is at the discretion of the CO but must be sufficient to allow for completion of the SBTT COI, crew cert, fast cruise, and sea trials.

b. Because of the FDNF dynamic environment, ATFP events must be scheduled during the annual SRA to ensure adequate in port time to train and exercise prior to the annual deployment. The certification cycle is 24 months allowing for no more than 30 months between certifications. The FDNF CVN must schedule well in advance with the COMCARSTRKGRU, ATG and TYCOM to complete ATFP requirements. Every other year a phase I, II, and IV certification must be completed. Biennial, sustainment is required by conducting a phase I and phase II LTT. LTTs are supported by ATG.

c. SBTT is a COI scheduled and conducted with ATG prior to crew cert. During SBTT COI, ATG will conduct a material condition for training survey. This survey is informative in nature and will focus on DC equipment, training aids, and spaces that will be used in upcoming basic phase drills. ATG will also conduct a review of the ITT's ability to plan and execute an integrated training exercise. This will be a non-graded review that will better prepare the ITT for crew cert qualifications.

d. Crew cert is the process by which the COMCARSTRKGRU ensures the ship is ready to proceed safely to sea with a qualified crew supported by the TYCOM and ATG. Due to the short duration of the FDNF SRA, only crew cert phases II and III are required annually utilizing guidance outlined in chapter 3. During crew cert, the COMCARSTRKGRU and ATG are tasked to confirm:

- (1) Appropriate administrative programs are in place.
- (2) Required instructions and bills in force.
- (3) A current and effective PMS program.

(5) Effective training and PQS programs are in place.

(6) A dock trials plan (as outlined in OPNAVINST 9080.3G).

e. Fast cruise will be conducted per COMFLTFORCOMINST 4790.3C, OPNAVINST 9080.3G, and the EDM. Additional guidance is outlined in chapter 3 of this manual and the COMNAVAIRPAC HIP: <https://cpf.navy.deps.mil/sites/cnap/default.aspx>.

f. Sea trials will be conducted as outlined in chapter 3, paragraph 17 of this instruction.

g. Flight deck and CATCC certification assesses the FDNF carrier's ability to safely conduct routine day and night aircraft launch and recovery operations in a safe manner. These assessments are conducted per COMNAVAIRPAC/COMNAVAIRLANT 3500.71D, CVN Flight Deck/CATCC Certification Following Repair Availability/ Overhauls and Extended Non-Flying Periods.

## 7. CORE I and II

a. CORE I and II will be conducted upon completion of the annual maintenance availability period.

b. The purpose of CORE I and II is to train and assess the carrier's training teams and watchstanders in requisite warfare areas with emphasis on CORE competencies per OFRP requirements found in the T and R Matrix.

c. Both periods of CORE training are nominal five-day periods when ATG and MTT will be available to support either or both periods if requested. The overall objective is to include all training necessary to ensure that sustainment phase experience and performance requirements are maintained.

d. If the FDNF CVN, COMCARSTRKGRU, ATG, and TYCOM agree that training currency and proficiency exist for a particular warfare area or event, the CVN may request assessment in that area and event during CORE events instead of the sequential ULTRA-S event. This precludes unnecessary training in routinely performed events and affords a more tailored, efficient ULTRA-S event. However, the P requirement indicated in the CORE column of the T and R Matrix, specifies the events that must be graded for P by the end of CORE training. CORE P grades will be assessed under MCO conditions. Careful attention must be paid to ensure periodicities can be maintained in respective areas during the remainder of the 36-month cycle.

8. COMPTUEX. COMPTUEX is a nominal 14-day SOE-driven exercise and an FBP to be held every other year. It is focused on developing the CVN and COMCARAIRWING team into a cohesive unit and integrating these units into the deploying COMCARSTRKGRU if additional assets are available. In addition, the CVN and COMCARAIRWING team and available

COMCARSTRKGRU units will develop basic war fighting proficiencies, and coordinate COMCARSTRKGRU operations that will be required during the sustainment phase of training. The deploying COMCARSTRKGRU closely monitors the progress of the CVN and COMCARAIRWING team.

9. ULTRA-S

a. ULTRA-S will be conducted annually upon completion of CORE I and II, and serves as the CONUS-based equivalent of latter stage TSTA and FEP. Since the FDNF CVN executes in either maintenance or sustainment phase, the capstone FEP event for CONUS-based carriers transitioning to APT is not relevant.

b. ULTRA-S is a nominal four to five-day graded event that captures the culmination of the FDNF CVNs ULT and its overall proficiency. During this period, the ship will renew various performance assessments, including annual CORE competencies.

c. The ULTRA-S SOE will be tailored according to event periodicity in the Performance Expiration (days) column of the T and R Matrix. It must include, but is not limited to, those events with assessments set to expire prior to the next training assessment (i.e. CORE I). The SOE is developed by the ship with the concurrence of the COMCARSTRKGRU, but requires TYCOM coordination and final approval prior to execution.

d. ATG is the TYCOM and COMCARSTRKGRU executive agent for procedural and standardization issues during ULTRA-S. ATG will advise the COMCARSTRKGRU of procedural and standardization issues to ensure TYCOM requirements are met.

10. Responsibilities. Responsibilities for conducting FDNF training (CORE I, CORE II and ULTRA-S):

a. The TYCOM will

(1) Assume role as senior observer.

(2) Monitor CORE I, II and ULTRA-S training and assessments and resolve questions and concerns, as required.

b. The COMCARSTRKGRU will

(1) Assist the ship with scheduling required resources and services and coordinating the embarkation and debarkation of aircraft to support events.

(2) Review the CORE and ULTRA-S SOEs presented by the carrier. Submit a training support requirements message upon completion of the training scheduling conference. An example is located on the COMNAVAIRPAC HIP:  
<https://cpf.navy.deps.mil/sites/cnap/default.aspx>.

(3) Act as an external evaluator when authorized by TYCOM.

c. The ATG will

(1) Provide SME personnel for the training periods and coordinate scenario and SOE tailoring with the ship's ITT. The ATG CVN TLO will report directly to the senior observer.

(2) Assign the TLO or designated representative, who will provide the TYCOM, COMCARSTRKGRU, and CO with an objective assessment by mission area of crew performance upon completion of each training assessment in the form of an EOMR.

d. The CO will

(1) Task the ITT to develop and execute CORE I, II, and ULTRA-S SOEs. The ITT will use the CORE I, II, and ULTRA-S background information provided by ATG as a guideline, ensuring all drills meet required COMCARSTRKGRU and ATG objectives and safety requirements.

(2) Provide a ready-to-train letter to the ATG TLO at the CORE I, II, and ULTRA-S in-brief. At a minimum, the ready-to-train letter will include a copy of these documents: CO's battle orders, condition I, II, and III watch bills, WTRPs, training team designations and a list of the ship's standard simulations.

(3) Obtain and request operating area clearances and required services to support CORE I, II, and ULTRA-S.

(4) Conduct CORE I, II, and ULTRA-S briefings as required.

(5) Submit external evaluator waiver request as required.

11. FDNF FST

a. FST is the key component of the 7FTP and provides staffs and units the ability to develop working relationships and tactical expertise in naval, joint and coalition environments.

b. The FDNF CVN will conduct FST per requirements set forth in COMSEVENTHFLTINST S3501A.

12. Reactor Department Training

a. CVN Nuclear Engineering Training Requirements. Nuclear engineering training requirements are governed by EDM, OPNAVINST 9210.2C, and COMNAVAIRFORINST C1512.3F.

b. For general information concerning ORSE and reactor department drills, refer to chapter 3 of this instruction.

13. Assessment of FDNF OFRP - FDNF EOMR Requirements

a. Summary of Training. The FDNF COMCARSTRKGRU and CTF-70 will provide a summary of training conducted per this instruction, and will report on the carrier's training readiness status and significant issues discovered during the following FDNF OFRP events. Definitions for "restrictive," "major," and "minor" discrepancies are listed in chapter 3, paragraph 41 of this instruction.

b. CART

(1) The CVN will send a message to the TYCOM reporting completion of CART I. The FDNF COMCARSTRKGRU will endorse the ship's message. The message will provide assessments of:

(a) Ship's ITT organization.

(b) TACs completed.

(c) Ship's WTRP, to include: NEC producing and non-NEC FLTMPs required schools, EDVR, and ODCR.

(d) LORTARP, to include: Identification of temporary additional duty training and administration of the reserve requirements, identification of required schools, and FLTMPs required schools report.

(2) A sample FDNF CART message is provided on the COMNAVAIRPAC HIP:  
<https://cpf.navy.deps.mil/sites/cnap/default.aspx>.

c. Crew Cert Phase II and III

(1) The COMCARSTRKGRU will send a message to the TYCOM reporting completion of crew cert process phase II and III.

(2) This message will provide an assessment of the ship's training and administrative readiness and comment on the performance during simulated underway operations and emergency drills.

(3) The message will also indicate the number of "restrictive" and "major" discrepancies identified during the crew's certification process.

(4) A sample crew cert completion message is provided on the COMNAVAIRPAC HIP:  
<https://cpf.navy.deps.mil/sites/cnap/default.aspx>.

d. Flight Deck Certification and CATCC Certification. The COMNAVAIRFOR aircraft handing team, in conjunction with COMNAVAIRFOR CATCC team, will prepare and release the flight deck and CATCC certification message upon completion of the FDC and CATCC certification.

e. CORE I and II

(1) The ATG TLO will report the results of CORE I and II events to the FDNF COMCARSTRKGRU when completed. The COMCARSTRKGRU will inform TYCOM via message that will include: a list all "restrictive" and "major" discrepancies and training concerns resulting from the CORE I and II training and assessment; an assessment of the ship's ongoing training programs; an assessment of the ship's ITT organization and ability to brief, execute, and debrief complex drills sets; an assessment of ITT and watch stander's level of proficiency and readiness to train in each mission area and a recommendation regarding emphasis for additional follow-on training as required.

(2) The COMCARSTRKGRU CORE message will also provide a mitigation plan and schedule for completing any outstanding events and ICAVS.

(3) All discrepancies noted during CORE I and II will be documented on the CSDL.

f. ULTRA-S

(1) The ATG TLO will report completion of the ULTRA-S evaluation event to the FDNF COMCARSTRKGRU, info the ship and TYCOM. The ATG report will include: a brief overview of training conducted; an assessment of the ship's ongoing training and PQS Programs; an assessment of the crew's overall readiness by mission area and recommendations regarding follow-on training as appropriate.

(2) The ATG report will also include ULTRA-S sub-event grades using the TACs.

(3) The FDNF COMCARSTRKGRU will report completion of ULTRA-S within two working days to the TYCOM and SEVENTH Fleet.

(4) The FDNF COMCARSTRKGRU message will make recommendations concerning the ship's ability to continue in the sustainment phase and comment regarding requirements for recommended follow-on training.

(5) The message will list all "restrictive" and "major" discrepancies noted during this event and provide a mitigation plan and schedule for completing any outstanding ULTRA-S required training events or ICAVS.

(6) All discrepancies will be documented on the CSDL. The ship, via the COMCARSTRKGRU, will continue to provide mid-month updates to the TYCOM until final resolution of all noted "restrictive" and "major" discrepancies. Sample templates for EOMRs are provided on the COMNAVAIRPAC HIP: <https://cpf.navy.deps.mil/sites/cnap/default.aspx>