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IN REPLY REFER TO
COMNAVSURFPACINST 3502.3/
COMNAVSURFLANTINST 3502.3
9 Mar 12

COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 3502.3

From: Commander, Naval Surface Force, U.S. Pacific Fleet
Commander, Naval Surface Force Atlantic

Subj: SURFACE FORCE READINESS MANUAL

1. Purpose. To establish the policy for optimizing surface force readiness throughout the Fleet Response Plan.

2. Cancellation. COMNAVSURFPAC/COMNAVSURFLANTINST 3502.1D.

3. Scope. This instruction applies to all SURFPAC and SURFLANT ships (LHD/A, CG, DDG, FFG, LSD, LPD, MCM, PC) except Littoral Combat Ships (LCS). The unique concept of operations for LCS demands separate Training and Readiness instructions. Additionally, Naval Beach Groups, Tactical Air Squadrons, and Fleet Surgical Teams are governed by separate instruction.

4. Discussion. The Surface Force Readiness Manual (SFRM) provides the overarching strategy and policy required to generate and sustain surface ship materiel and operational readiness to perform operational tasking and reach expected service life.

5. Administration. Commander, Naval Surface Force, U.S. Pacific Fleet is responsible for the administration and update of this instruction.

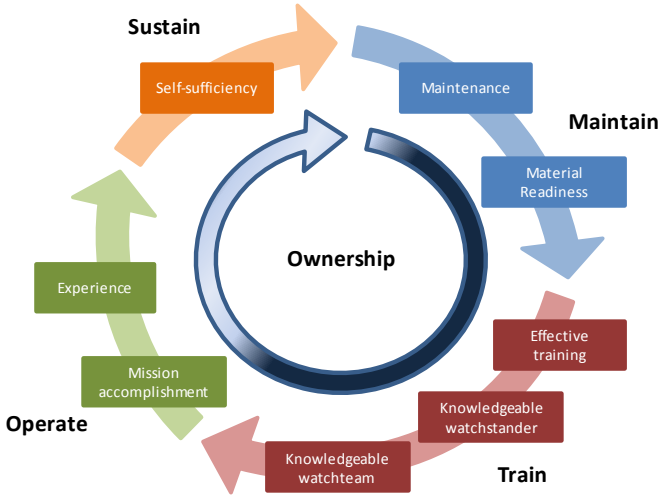
6. Action. Ensure widest dissemination and implementation of this instruction.

D. M. THOMAS, JR. R. W. HUNT

Distribution:
Electronic only, via COMNAVSURFPAC Directives Website
https://www.surfor.navy.mil/directives/default.aspx

Executive Summary

The Surface Force Readiness Manual (SFRM) provides the overarching strategy and policy required to generate and sustain surface ship materiel and operational readiness to perform operational tasking and reach expected service life. SFRM policy execution depends on the integration of manning, maintenance, training and sustainment throughout all Fleet Response Plan (FRP) phases. It begins with meticulous maintenance planning to generate the materiel readiness required to support unencumbered, effective training and operational readiness that ultimately leads to a self-sufficient ship.



The fundamental tenets of the SFRM include the following:

- Train the watchstander and maintainer
- A standard, predictable path to readiness
- Personnel, Equipment, Supply, Training, and Ordnance (PESTO pillars) exit criteria
- Simple shipboard reporting across all PESTO pillars
- A sequenced, building-block approach to readiness
- Consistent material assessment standards among all assessment organizations

The SFRM defines a continual process that educates ships on what the standards are; determines where the ship is relative to standards; helps the ship achieve standards compliance through training, assessments, and maintenance actions; and circles back periodically to ensure the lessons and effects of this process endure. A ship readiness generation model supports this process by integrating maintenance and training into a coherent plan of mutually supportive events that provides ships sufficient time to properly maintain, operate, and employ ship systems safely and confidently. The goal of the process is that Sailors deploy with their ship at the peak of readiness, that they are properly prepared to overcome the challenges presented on deployment, and that they have been given the training to sustain a high level of readiness throughout deployment.

Chapter 1

SURFACE FORCE READINESS CONCEPT

Ref: (a) OPNAVINST 3000.15, Fleet Response Plan
(b) COMFLTFORCOMINST 3501.3C, Fleet Training Continuum
(c) NRTP 1-03.5, Defense Readiness Reporting System-Navy Reporting Manual
(d) COMNAVSURFPAC/COMNAVSURFLANTINST 3504.1A, Redlines Implementing Instructions

Encl: (1) Ship Exit Criteria Waiver Request
(2) ISIC Exit Criteria Waiver Request Endorsement
(3) Waiver Approval

100. Purpose. The Surface Force Readiness Manual (SFRM) provides a well-defined, prescriptive Fleet Response Training Plan (FRTP) for surface ships to achieve Fleet Response Plan (FRP) readiness. Proper maintenance execution, coupled with foundational training that reinforces standards compliance, allows ships to enter the Basic Phase unencumbered by material deficiencies. The building block approach to training methodically builds proficiency at the Individual, Unit, and Group levels to support assigned mission objectives.

101. Surface Ship Readiness Strategy

1. Summary. The surface ship readiness strategy defines the education, training, and assessments required to produce readiness throughout the FRTP. Traditionally, Basic Phase has been the logical starting point to discuss ship readiness generation (as defined in reference (a)). However, the SFRM model shifts the readiness generation starting point to the Sustainment Phase in support of the deliberate planning required to integrate maintenance and training for effective readiness. Having completed all requirements for deployment certification and at the height of deployment readiness, a ship in the latter stages of the pre-deployment Sustainment Phase will prepare for the next FRTP by completing material readiness assessments to form the basis of the Availability Work Package (AWP) for their upcoming CNO Availability (see Figure 1-1). Additionally, several coordinated assessments, entitled Readiness Evaluations (READ-Es), will be conducted throughout the FRTP to assess ship's materiel and training readiness to provide periodic feedback to Immediate Superior in Command (ISIC)/Type Commander (TYCOM) and ensure the ship is ready to meet mission requirements.

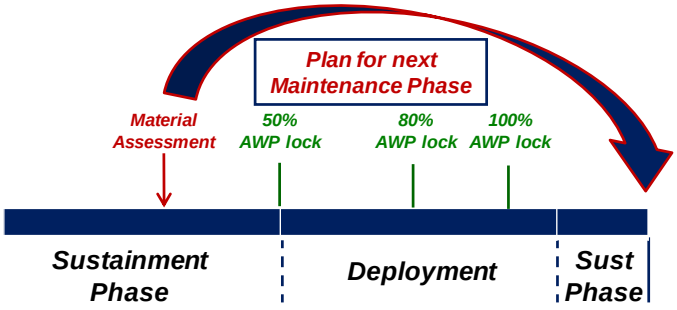


Figure 1-1. Maintenance Phase Planning

2. Focus on Deployed Readiness. This strategy features baseline training across all mission areas with focused attention and additional specific training for mission areas expected during the scheduled deployment.

3. Sequenced Readiness. Training a ship's crew to execute a maintenance availability, perform routine operations in and around homeport, and conduct sustained combat operations requires a sequenced and coordinated maintenance and training effort. This strategy is ship-focused and synchronizes training among multiple readiness stakeholders (e.g., TYCOM (including Port Engineers), SEA 21, Regional Maintenance Centers (RMCs), Naval Education and Training Command (NETC), Afloat Training Group Pacific/Atlantic (ATGP/L), Expeditionary Warfare Training Group Pacific/Atlantic (EWTGP/L), Commander, Strike Force Training Pacific/Atlantic (CSFTP/L), Tactical Training Group Pacific/Atlantic (TTGP/L), etc.). The transition from Basic to Integrated/Advanced Phase will reinforce Individual, Unit, and Group level training to support mission accomplishment.

4. Readiness Progression. Surface ships will progress through eight steps to achieve peak readiness as illustrated in Figure 1-2.

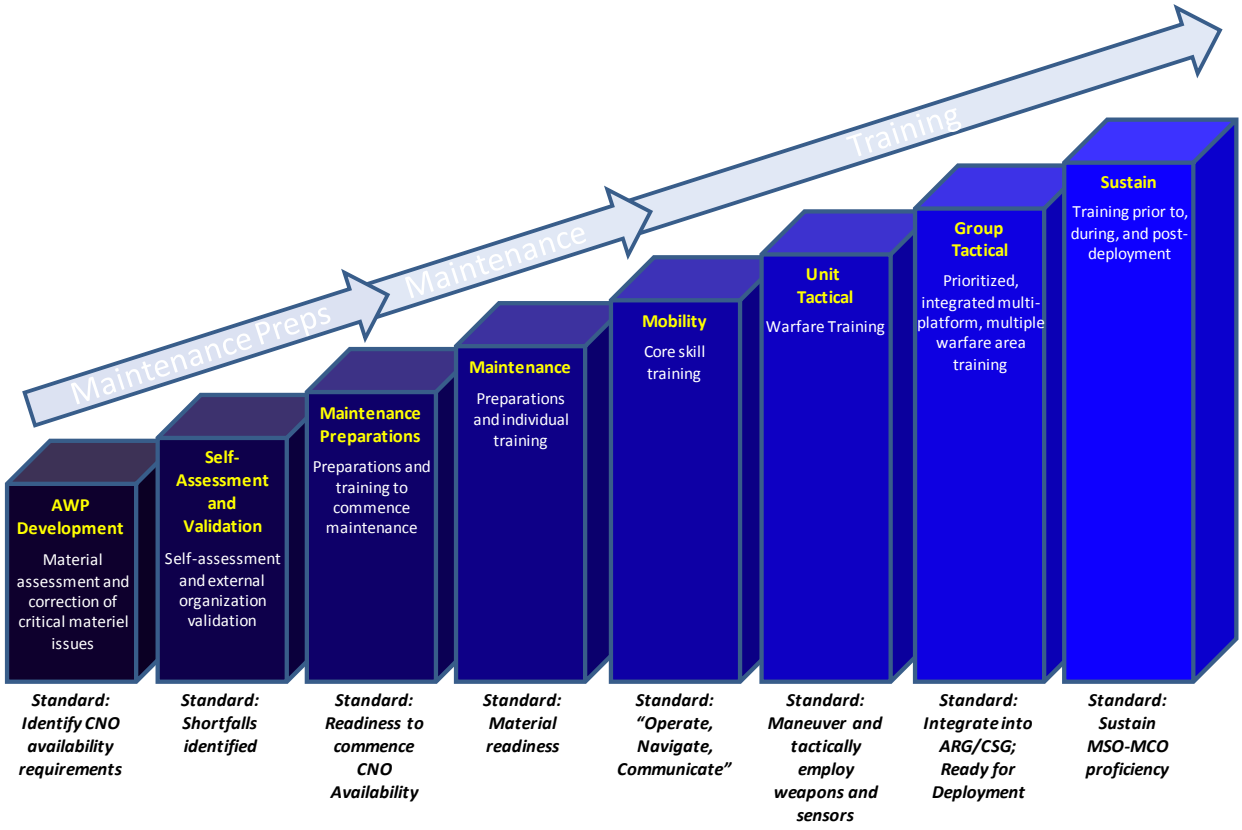


Figure 1-2. Readiness Progression

Readiness is based upon a foundation of solid materiel condition that supports effective training; each step builds upon the previous step to generate readiness for each mission area. The purpose and standard of each step is as follows:

a. Availability Work Package (AWP) Development. Material assessment and correction of critical materiel issues. *Standard: Identification and documentation of all CNO Availability requirements.*

b. Self-assessment and Validation. Self-assessment and external organization validation. *Standard: Shortfalls identified.*

c. Maintenance Preparations. Preparations and training to commence maintenance. *Standard: Readiness to commence CNO Availability.*

d. Maintenance. Material readiness, preparations, and individual crewmember pipeline and critical schools training during the Maintenance Phase. *Standard: Material Readiness.*

e. Mobility (Tier 1). Core skills training in Engineering, Navigation, Seamanship, Damage Control, Maintenance and Material Management (3M), Supply, Anti-terrorism (AT), Aviation, Search and Rescue, Communications, Explosive Safety, and Medical. *Standard: Operate, Navigate, Communicate.*

f. Unit Tactical (Tier 2). Unit warfare training in Air Warfare (AW), Amphibious Warfare (AMW), Ballistic Missile Defense (BMD), Surface Warfare (SUW), Undersea Warfare (USW), Strike Warfare (STW), Electronic Warfare (EW), Mine Warfare (MIW), Information Operations (IO), Intelligence (INT), and Visit, Board, Search, and Seizure (VBSS) as applicable. *Standard: Maneuver and tactically employ ownship weapons and sensors as a stand-alone unit in single and multi-warfare scenarios.*

g. Group Tactical (Tier 3). Group integrated, multi-platform, multi-warfare area tactical training. *Standard: Integrate into an Amphibious Ready Group/Carrier Strike Group or other higher level organization; act as a Search and Attack Unit Commander (SAUC), Surface Action Group Commander (SAGC), Warfare Area Commander; attain required skills for deployment/major combat operations.*

h. Sustainment. Unit level training and operations conducted to sustain proficiency in each warfare area. *Standard: Sustain proficiency in Mobility and Tactical mission areas.*

5. Phased Approach to Education, Training, Assessment, and Certification. The surface ship readiness strategy follows a process that educates, trains, assesses, and certifies a ship's crew to conduct either integrated or independent operations. The phased approach to readiness supports standardization of training and ensures ships are prepared to accomplish their assigned mission by building proficiency through repetition of fundamentals, exercised in a variety of training scenarios that build in complexity. Once watch teams demonstrate sufficient proficiency, they will proceed to the phase qualification event. The ship must meet the requirements of each phase in order to proceed to the next phase.

a. Educate. This strategy relies on educating Sailors on standards (clearly demonstrating "what right looks like" and how to make it right). Naval Education and Training Command (NETC) will assist ATG in curriculum development and providing training to ensure theory taught in the classroom transitions to deckplate proficiency.

b. Train. The training process is based upon Navy Mission Essential Tasks (NMETs) and trains individuals and watch teams to perform Navy Tactical Tasks (NTAs) in required conditions, to a measurable standard. Training starts with theory and fundamentals followed by practical, hands-on scenarios with over-the-shoulder training.

c. Assess. The ship must pass a comprehensive assessment in each mission area to validate material readiness and watchstander proficiency standards.

d. Certify. The TYCOM will certify ships in assigned mission areas upon completion of required pre-deployment training and successful completion of various end of Tier assessments conducted by TYCOM and/or designated supporting commands. U.S. Fleet Forces Deputy Commander for Fleet and Joint Operations (USFF FJO), Commander, U.S. THIRD Fleet (C3F), or Commander, U.S. SEVENTH Fleet (C7F) will certify ships for deployment in accordance with reference (b) based in part upon TYCOM assessment of PESTO pillars.

6. Predictable Path. One of the primary goals of the readiness strategy is for each ship to have a standard, predictable path throughout all FRTP phases. Necessarily, a predictable path will also mean less scheduling flexibility for ships and training/certification organizations. TYCOMs and USFF FJO/C3F/C7F will, to the maximum extent possible, ensure training entitlements as outlined in reference (b) are available for all units during the Basic and Integrated/Advanced Phases of the FRTP. The intent of the Basic Phase entitlement is to provide units with an unencumbered block of time; however, the Basic Phase may be compressed, extended or interrupted if conditions warrant, and is further addressed in Chapter 4 of this instruction.

7. Exit Criteria. Each ship must achieve prescribed standards in material readiness and demonstrated proficiency prior to advancing through the FRP. It is critical for each ship and applicable chain of command to recognize early and report any risk of not completing milestones in time to meet operational commitments. By frontloading risk assessment, supporting organizations have a better chance to assist the ship in meeting prescribed standards. Chapter 4 provides exit criteria for each phase. TYCOM will determine if the ship has achieved the required exit criteria to advance to the next phase using all available resources to determine the ship's readiness.

Ships must meet exit criteria across all PESTO pillars in order to transition to the next phase.

8. Waivers. In circumstances when exit criteria have not been met, the ship will initiate a waiver via naval message through the administrative chain of command and submit to TYCOM for approval. The waiver shall include a description of the circumstances leading up to the ship's inability to meet specific exit criterion, current efforts to correct the deficiency, and anticipated date that the criterion will be satisfied. An example of a waiver request, waiver request endorsement, and waiver request approval is provided in enclosures (1), (2), and (3) respectively. TYCOM shall confer with USFF FJO/C3F/C7F prior to approving any Basic Phase exit criteria request.

102. Fleet Response Training Plan (FRTP)

1. The FRTP is aligned with the FRP and consists of five phases: Sustainment, Maintenance, Shakedown, Basic, and Integrated or Advanced. While reference (a) identifies the Basic Phase as the start of the FRP cycle, a more appropriate starting point to better integrate maintenance and training and for the purposes of this manual, is the beginning of the Sustainment Phase. During the start of the cycle, a prioritized, comprehensive AWP is developed to satisfactorily execute the upcoming Maintenance Phase. The work package must be closely managed and coordinated throughout the Sustainment and Maintenance Phases to successfully complete the availability on time. In addition to the maintenance actions, training is an important part of the Maintenance Phase as ships will be educated on the standards and how to achieve the required material condition to support follow-on training. Platform-specific, unit-level training and certification is performed throughout all phases of the FRP. Integrated Phase training combines the multitude of naval warfare capabilities of the various units into a single cohesive Strike Group, Amphibious Ready Group (ARG), or mission-oriented deployable unit/staff. Advanced Phase training includes advanced core and mission specific training for non-strike group or ARG units. The Sustainment Phase, and specifically the ship's deployment, is the culmination of the FRTP cycle and focuses on maintaining the group or unit's proficiency to support operational requirements.

Transition to the next phase is driven by proficiency and material readiness, not the calendar.

2. FRTP Phases. The FRTP Phases described below detail the path to deployed readiness. To ensure readiness for scheduled deployments, external assessments and inspections will validate proficiency and satisfactory material condition as the ship progresses through the FRTP.

a. Sustainment Phase. The Sustainment Phase begins after USFF FJO/C3F/C7F certifies individual units at the designated deployment certification level and ends when the ship meets the exit criteria detailed in Chapter 4. During the Sustainment Phase, a ship will maintain and improve PESTO pillar readiness. Ship and external organization material assessments conducted during this phase are the basis for an AWP that supports successful completion of the Maintenance Phase.

b. Maintenance Phase. The Maintenance Phase begins at the start of a CNO Availability and ends after the ship successfully meets the exit criteria detailed in Chapter 4. During the Maintenance Phase, the ship will improve PESTO pillar readiness to be able to perform in the Basic Phase. Specifically, the ship will strive to complete all required schoolhouse training identified in Fleet Training Management and Planning System (FLTMPS), ensure installed systems are fully operational, and verify training and qualification programs are fully established.

c. Shakedown Phase. Although not an official FRTP phase in accordance with reference (a), the Shakedown Phase begins upon successful completion of Contractor Sea Trials and ends after the ship successfully meets the exit criteria detailed in Chapter 4. During the Shakedown Phase, the ship will validate its readiness to begin Basic Phase training.

d. Basic Phase. The Basic Phase begins after the ship successfully exits the Shakedown Phase and ends when the ship meets exit criteria detailed in Chapter 4. During the Basic Phase, a ship will conduct unit level training and improve PESTO pillar readiness to be able to perform in the Integrated/Advanced Phase.

e. Integrated Phase. The Integrated Phase starts at the completion of Basic Phase and ends when the ship meets exit criteria detailed in Chapter 4, typically upon completion of the Group Tactical training syllabus and designation of the strike group as Major Combat Operations – Surge (MCO-Surge) or Major Combat Operations – Ready (MCO-Ready). During the Integrated Phase, a ship will conduct multi-unit, multi-platform training and improve PESTO pillar readiness to be able to perform in a Strike Group or ARG. USFF FJO/C3F/C7F will certify strike groups, ARGs, or mission-oriented deployable units/staffs for deployment per reference (b).

f. Advanced Phase. The Advanced Phase starts at the completion of Basic Phase and ends when the ship meets exit criteria detailed in Chapter 4, typically upon completion of a certification exercise and designation as MCO-Ready, or at which level the certification authority designates. During the advanced phase, a ship may conduct unit required training with an ARG or CSG during the group's integrated phase as directed by USFF FJO/C3F/C7F. USFF FJO/C3F/C7F will certify ships for deployment in accordance with reference (b).

103. Qualifications and Certifications

1. Qualification. A qualification is an event conducted to support a mission area certification. Qualifications can be awarded by schools or ATG. For example, Cruise Missile Tactical Qualification (CMTQ) is a specific qualification event, conducted by ATG, that supports the larger Strike Mission Area Certification. Passing the qualification event is a prerequisite for mission area certification.

2. Dependency. An event conducted by an external organization whose periodicity must be current for mission area certification. For example, Aviation Facilities Certification (AVCERT) is a dependency for Aviation Mission Area Certification.

3. Mission Area Certification. A mission area certification is awarded by the TYCOM after a ship has completed the Basic Phase training requirements in that particular mission area.

4. Basic Phase Completion. The TYCOM will certify a ship has completed the Basic Phase when all mission area certifications have been achieved.

5. Deployment Certification. Deployment Certification is granted by USFF FJO/C3F/C7F when a ship successfully completes the Integrated/Advanced Phase of training.

104. Sustainment of Certifications

1. Ships will be certified across all mission areas as part of the phased approach and will retain all certifications throughout deployment and the post-deployment Sustainment Phase.

2. Upon entering the Maintenance Phase, deployment certification and all mission area certifications expire with the exception of those that will be executed during the Maintenance Phase. (Note: TYCOM may direct that some certifications that would normally expire remain in effect.) Mission area certification sustainment requirements will be tailored to match the conditions that the ship will be in during the CNO Availability. The following is a list of mission areas that must maintain proficiency throughout the Maintenance and Shakedown Phases:

a. AT (Standard: Comply with Maintenance Phase force protection requirements)

b. Mobility – Damage Control (MOB-D) (Standard: Conduct damage control in a shipyard environment)

c. 3M (Standard: Maintain equipment in a shipyard environment)

d. Fleet Support Operations – Medical (FSO-M) (Standard: Maintain medical readiness in a shipyard environment)

e. Supply (Standard: Provide logistics support for Maintenance Phase requirements)

f. Explosive Safety (EXPSAF) (Standard: Safely store and properly account for ammunition needed for the AT mission in a shipyard environment)

105. Variations to the FRTP

1. Circumstances may arise that require a deviation from the notional FRTP cycle outlined in reference (b). While the ship is responsible for the overall schedule, FRTP variations provide flexibility to the administrative and operational chains of command that ensure the ship is fully qualified to execute assigned missions. Additional details on FRTP variations are provided in Chapter 4, Section 406.

106. Tracking and Reporting

1. While all certifications remain valid until the ship enters the Maintenance Phase, circumstances may develop whereby the ability of the ship to perform a mission has either been severely compromised or eliminated altogether. These circumstances can arise from the loss of critical personnel (P), equipment casualties (E), logistics shortfalls (S), loss of proficiency (T), or lack of required ordnance (O).

2. Ships will report their readiness in DRRS-N for each PESTO pillar (Personnel, Equipment, Supply, Training, Ordnance) in accordance with reference (c). Report mission area degradations in accordance with DRRS-N (reference c) and Redlines (reference d) requirements.

a. Personnel. Personnel shortfalls, including critical NEC and school deficiencies are reported in FLTMPS. FLTMPS updates DRRS-N bi-weekly.

b. Equipment. Equipment and material discrepancies are documented in the Current Ship's Maintenance Project (CSMP), tracked in authoritative Fleet material readiness databases, and reported to DRRS-N.

c. Supply. Unit supply status, requests, and shortfalls are reported in the Continuous Monitoring Program (CMP). CMP updates DRRS-N daily underway and monthly when inport.

d. Training. Training status is reported through the Training and Operational Readiness Information Services (TORIS). Each training tier will have standardized events and grading criteria. TORIS is designed to streamline reporting and minimize the time required to update the ship's status. However, while tracking and reporting is simplified, training is evaluated to the same rigorous standards as defined in governing instructions such as Navy Tactics, Techniques, and Procedures (NTTP); Naval Ships' Technical Manuals (NSTM); Navy Warfare Training Plans (NWTPs); Navy Mission Essential Task List (NMETL); Maintenance Requirement Cards (MRC); or other technical standards.

e. Ordnance. Ordnance status is reported through the Ordnance Information System program. Ordnance criteria, type, and quantity are established for each tier of training.

3. Accurate tracking and reporting of proficiency and mission readiness is essential to support decision making by the Commanding Officer and administrative and operational commanders.

SHIP EXIT CRITERIA WAIVER REQUEST

FM USS SHIP
TO ADCON ISIC
INFO USFF/CPF
USFF FJO/C3F/C7F/CNSP/CNSL (as appropriate)
STRIKE GROUP COMMANDER (as appropriate)
COMAFLOATRAGRUPAC/LANT (as appropriate)
COMNAVCYBERFOR
CNRMC
APPLICABLE REGIONAL MAINTENANCE CENTER
BT
UNCLAS
MSGID/GENADMIN/SHIP/MMM//
SUBJ/USS SHIP "PHASE" EXIT CRITERIA WAIVER REQUEST//
REF/A/DOC/CNSP-CNSLINST 3502.3/DDMMMYY//
AMPN/SURFACE FORCE READINESS MANUAL (SFRM)//
POC/OPS/LCDR/SHIP/-/EMAIL:OPS@SHIP.NAVY.(SMIL.)MIL/TEL:XXX-XXX-XXXX//
RMKS/1. IAW REF A, WAIVER REQUEST SUBMITTED TO EXIT THE SUSTAINMENT/MAINTENANCE/SHAKEDOWN/BASIC/INTEGRATED/ADVANCED PHASE WITH THE FOLLOWING DEFICIENCIES:
2. EXIT PHASE DEFICIENCIES:
2.A. DEFICIENT EXIT CRITERION:
2.A.1. CIRCUMSTANCES LEADING TO INABILITY TO ACHIEVE CRITERION:
2.A.2. CURRENT EFFORTS TO CORRECT DEFICIENCY:
2.A.3. ANTICIPATED DATE CRITERION WILL BE SATISFIED:
2.B. DEFICIENT EXIT CRITERION:
2.B.1. CIRCUMSTANCES LEADING TO INABILITY TO ACHIEVE CRITERION:
2.B.2. CURRENT EFFORTS TO CORRECT DEFICIENCY:
2.B.3. ANTICIPATED DATE CRITERION WILL BE SATISFIED:
3. COMMENTS: ADDITIONAL COMMENTS AS REQUIRED//
BT

ADCON ISIC EXIT CRITERIA WAIVER REQUEST ENDORSEMENT

FM ADCON ISIC
TO USFF FJO/C3F/C7F/CNSP/CNSL (as appropriate)
INFO USFF/CPF
USFF FJO/C3F/C7F/CNSP/CNSL (as appropriate)
STRIKE GROUP COMMANDER (as appropriate)
COMAFLOATRAGRUPAC/LANT (as appropriate)
COMNAVCYBERFOR
CNRMC
APPLICABLE REGIONAL MAINTENANCE CENTER
BT
UNCLAS
MSGID/GENADMIN/SHIP/MMM//
SUBJ/USS SHIP "PHASE" EXIT CRITERIA WAIVER REQUEST ENDORSEMENT//
REF/A/DOC/CNSP-CNSLINST 3502.3/DDMMMYY//
REF/B/MSGID:GENADMIN/SHIP/DTG//
AMPN/REF A IS SURFACE FORCE READINESS MANUAL (SFRM). REF B IS SHIP “PHASE” EXIT CRITERIA WAIVER REQUEST//
POC/TRAINO/LT/ISIC/-/EMAIL:TRAINO@NAVY.(SMIL.)MIL/TEL:XXX-XXX-XXXX//
RMKS/1. IAW REF A, ISIC ENDORSES AND RECOMMENDS PHASE EXIT CRITERIA WAIVER APPROVAL FOR USS SHIP PER REF B.
2. IMPACT TO TRAINING AND/OR OPERATIONS:
3. COMMENTS: ADDITIONAL COMMENTS AS REQUIRED//
BT

WAIVER APPROVAL

FM USFF FJO/C3F/C7F/CNSP/CNSL (as appropriate)
TO SHIP
INFO USFF/CPF
USFF FJO/C3F/C7F/CNSP/CNSL (as appropriate)
STRIKE GROUP COMMANDER (as appropriate)
ISIC
CNRMC
APPLICABLE REGIONAL MAINTENANCE CENTER
BT
UNCLAS
MSGID/GENADMIN/SHIP/MMM//
SUBJ/USS SHIP "PHASE" EXIT CRITERIA WAIVER APPROVAL//
REF/A/DOC/CNSP-CNSLINST 3502.3/DDMMMYY//
REF/B/MSGID:GENADMIN/SHIP/DTG//
REF/C/MSGID:GENADMIN/ADCON ISIC/DTG//
AMPN/REF A IS SURFACE FORCE READINESS MANUAL (SFRM). REF B IS SHIP “PHASE” EXIT CRITERIA WAIVER REQUEST. REF C IS ADCON ISIC “PHASE” EXIT CRITERIA WAIVER APPROVAL.//
POC/NAME/LCDR/N7/-/EMAIL:NAME@NAVY.(SMIL.)MIL/TEL:XXX-XXX-XXXX//
RMKS/1. IAW REF A, USFF FJO/C3F/C7F/CNSP/CNSL APPROVES PHASE EXIT CRITERIA WAIVER FOR USS SHIP PER REF B AND C.
2. COMMENTS: AS REQUIRED//
BT

Chapter 2

SUPPORTING REQUIREMENTS

Ref: (a) COMUSFLTFORCOM memo 5000 Ser N00/C013 of 09 Dec 09 / COMPACFLT memo 5000 Ser N00/C1360 of 14 Dec 09
(b) OPNAVINST 3500.34F, Personnel Qualification Standards (PQS) Program
(c) NAVEDTRA 43100-1, PQS Unit Coordinators Guide
(d) OPNAVINST 3120.32C, Change 7, Standard Organization and Regulations of the U.S. Navy
(e) COMNAVSURFPAC/COMNAVSURFLANTINST 3500.11, Surface Force Exercise Manual
(f) COMNAVSURFPAC/COMNAVSURFLANTINST 3500.10, Readiness Evaluations
(g) COMFLTFORCOMINST 3501.3C, Fleet Training Continuum

200. Underway Steaming Requirements

1. In order to effectively train and maintain proficiency, surface ships must be allocated underway steaming days during all phases when not deployed. These underway steaming days are required in order to perform a variety of functions and missions (e.g., achieve qualification, demonstrate proficiency, etc.). The minimum amount of underway training steaming days for each phase is provided in reference (a).

201. Shipboard Training and PQS Program Policy

1. General. Effective command training and Personnel Qualification Standard (PQS) programs are critical to the ship's ability to perform its assigned missions. Commanding Officers will develop and implement command-wide training and PQS programs that meet the requirements set forth in references (b), (c), and Chapter 8 of reference (d). Afloat Self-Assessment (ASA) checksheets are available to assess training and PQS compliance for both of these programs (https://atg.surfor.navy.mil/toolbox/private/). Additional details on the ASA checksheets are provided in reference (e).

2. Relationship between Training and PQS Programs. Training and PQS, while two distinct programs, are fundamentally linked since PQS is the basis of a command training program in accordance with reference (d) and both programs enable effective Watch Team Replacement Plan (WTRP) management.

a. The entry point of the shipboard training and qualification process is the WTRP. It should identify watchstations that will need to be filled due to either rotation or upward progression, and identify the Sailor intended to fill that watchstation in accordance with reference (d). These fills can come either from Prospective Gains (PG) or from existing crewmembers. In the case of a PG slated to fill a WTRP gap, an analysis of required schools and/or NECs for the watchstation should take place and the ship, working early in the process with Navy Personnel Command (NPC) should initiate those required adjustments to the training track of the PG. Navy Personnel Command (NPC), for their part, must provide the receiving unit with viable alternatives to ensure units are gaining members with required training and/or NECs. Once the PG reports, or in the case of an existing crewmember, the WTRP coordinator should create a PQS assignment for that Sailor, with a qualification goal date early enough to meet the need identified in the WTRP. That PQS assignment should then trigger the scheduling of the supporting training lectures (reference (b) requires that

divisions develop a lecture for every 100 and 200 series PQS line item for their in-rate PQS). Training Teams must also ensure those individuals working on a PQS assignment are offered opportunities to perform the 300 series tasks during Training Team evolutions. These steps will ensure that all Sailors receive the necessary training in support of their qualification goals. See Figure 2-1.

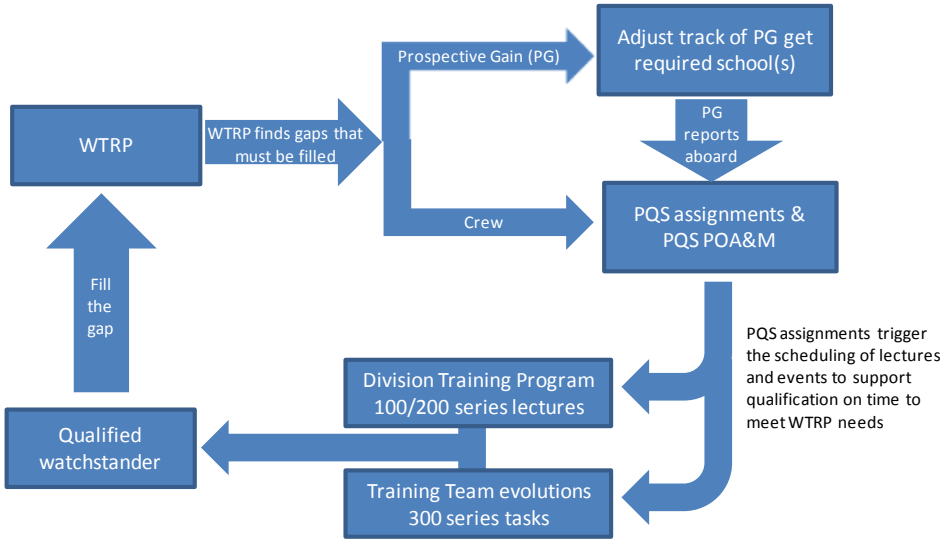


Figure 2-1. Integration of PQS and Training

3. PQS Requirements. All watchstations that are listed on the Watch, Quarter and Station Bill or any other watch bill require the use of PQS for qualification. If there is no PQS for the watchstation, the ship will develop a Job Qualification Requirement (JQR).

a. Tailoring. Ships shall tailor PQS books to meet their unique requirements. Tailoring includes deletion, addition, or modification of PQS line items to accurately reflect each ship's equipment, systems, and system configurations. Prerequisites may also be tailored to match local conditions. Tailoring includes determining the proper Final Qualification Authority and whether a performance test, written exam, and/or oral exam is required for qualification. Commanding Officers will sign a letter for each PQS standard that reflects the tailoring of that standard. These tailoring letters must be issued to crew members with the PQS to ensure consistency in the qualifications.

b. PQS Qualifiers. PQS Qualifiers are acknowledged experts in a specified area of qualification. Qualifiers are entrusted with protecting the integrity of the PQS system by guiding trainees to references, and not giving away answers or signatures. Qualifiers will normally be E-5 or above and fully qualified on the watchstation they are authorized to sign. However, Commanding Officers should use a conservative approach in designating qualifiers. Interim qualified personnel shall not be designated as PQS Qualifiers. Additional guidance regarding PQS qualifiers is provided in reference (c).

c. Requalification. Each individual shall go through a requalification process when they transfer to a new command; when revised PQS is received and changes to the standard, in the Commanding Officer's judgment, warrant

requalification; or upon Commanding Officer's discretion. In each of these cases, a decision is required to determine if the individual should complete the entire PQS, complete a tailored qualification program, or accept the previous qualification.

(1) PQS generally presumes a person beginning qualification has very little understanding of the applicable watchstation requirements. The standard, therefore, includes signature requirements for basic principles that a more experienced service member may have already learned. A tailored accelerated qualification program may be appropriate for these more experienced individuals.

(2) It is the responsibility of the Final Qualification Authority (FQA) in conjunction with the Department Head, Division Officer, Leading Chief Petty Officer, and Leading Petty Officer to determine the entry level of each person. This determination is used to decide what line items are required for requalification.

(3) Using this procedure will reduce the requalification process to the minimum required for each individual. For example, an experienced Sailor may be able to complete in one week the requalification requirements that a less experienced person may take several months to finish.

4. PQS Management

a. Relational Administrative Data Management (R-ADM). R-ADM, if installed, shall be used to manage PQS and Training Programs. R-ADM is designated as the authoritative database for afloat activities with the Naval Tactical Command Support System (NTCSS) suite to capture individual level unit training, including PQS, qualifications, and certifications. As such, PQS program elements such as PQS POAM development, tracking of progress, interim qualifications, and the recording of final qualification will all use R-ADM. In addition, all watchbills will be created, managed, and maintained in R-ADM or another program that pulls data directly from the R-ADM database. For the shipboard training program, R-ADM will be used to track the appropriate training exercises required by reference (d).

b. Ships that do not have R-ADM may choose their method of tracking PQS.

202. Training Teams

1. Training Team Policy

a. An effective training program is based on a logical continuum of training that provides watch teams the opportunity to mature as a cohesive entity. The goal is for the ship's training teams to attain self-sufficiency and maintain watch team proficiency by conducting challenging training using realistic and progressive scenarios designed to meet specific training objectives. To be effective, training must be scheduled and conducted throughout the entire operating cycle.

b. Training teams should include a core group of the most knowledgeable and experienced personnel who bring enthusiasm to the training process. No particular team size is directed. The size of the crew, number of qualified personnel, complexity of the exercise, and safety requirements will influence the size of the team. In addition, some training objectives for a particular event may not require the stationing of a full training team.

c. When feasible, ships may use a 2-section training team program in which a training team will be formed from one watch section to train the other and vice versa. In the case of the Damage Control Training Team (DCTT), the ship may use selected members of one repair locker to train and assess other repair lockers. Assigning training teams in this manner eliminates the requirement to have dedicated training team members, eliminates confusion on assignments during actual battle or damage control events, and enhances watchstander skills by increasing training opportunities. However, this model may not work for all cases. For example, there will be certain drills that require a dedicated training team other than the watch teams (i.e., Condition I drills, such as MSFD, MOB-D Major Conflag, etc.).

2. Required Training Teams. The following training teams will be established:

a. Anti-Terrorism Training Team (ATTT)

b. Combat Systems Training Team (CSTT)

c. Engineering Training Team (ETT)

d. Damage Control Training Team (DCTT)

e. Seamanship Training Team (STT)

f. Aviation Training Team (ATT) (LHA/LHD/LPD only)

g. Medical Training Team (MTT)

h. Visit, Board, Search, and Seizure Training Team (VBSSTT) (if applicable)

i. Integrated Training Team (ITT)

3. Training Team Designation. Training team members must be designated in writing by the Commanding Officer. Designation may be accomplished by separate instruction, letter, or watchbill signed by the Commanding Officer (CO). The minimum qualification requirement is that the training team member must be qualified on the watchstation being observed.

4. Transition from ATG to Training Teams. The focus of the training strategy is to have external trainers (ATG, School House, etc.) train the watchstanders and then hand over the responsibility of maintaining proficiency to the ship's training teams. For the majority of the mission areas, ATG will develop the training scenarios, execute the scenario for the watchstanders, and assess the event. However, drill hot check verification and any required equipment operation will be conducted by qualified ship's force personnel.

a. Prior to entering the Basic Phase, the ship shall be able to man all required training teams.

b. All training team members will receive the same Theory and Fundamental, Individual, and Watch Team training that all watchstanders receive. Training Team proficiency is expected to improve during this progressive training and training teams will be certified prior to exiting

the Basic Phase. Training Team certification will be recommended by ATG and granted by TYCOM.

203. Management and Safety Afloat Programs

1. Ships must maintain a variety of management programs to ensure the ship is able to meet mission requirements. Management and Safety Afloat Programs include, but are not limited to, Tag Out, Electrical Safety, 3M, and Hearing Conservation. The standard for these programs is outlined in each mission area's ASA checksheets and must be routinely assessed by ship's force throughout the FRP.

2. Management and Safety Afloat Programs will be assessed by external organizations throughout the FRTP. Specific grading criteria for management programs are provided in reference (f).

204. Ship Instructions, Notices, and Bills

1. There are numerous instructions, notices, and bills required to establish proper procedures. Many of these documents can be incorporated into the ship's SORM and signed under a single cover letter by the Commanding Officer or his designated representative with "By Direction" authority. The following documents must be signed by the current Commanding Officer within 90 days of assuming command:

a. Battle Orders

b. Standing Orders

c. Navigation Bill

d. Cruise Missile Doctrine (if applicable)

e. Force Protection In-Port Security Plan (ISP)

f. Temporary Standing Orders

g. Deranged Equipment Bill

205. Synthetic Training. Synthetic training systems and devices, both platform-based and shore-based, are critical to the readiness strategy. Simulation-based training provides individual watch standers and watch teams the opportunity to conduct training in a synthetic environment when safety, range access, realistic opposition forces (OPFOR), environmental considerations, and resource constraints make live exercises impractical. Furthermore, reference (g) states that "training simulators should be used to replace live training to the maximum extent possible where training effectiveness and operational readiness are not compromised." By optimizing the use of synthetic trainers, crews are better prepared, achieve exercise objectives faster, and perform at higher levels. Therefore, the ability to maintain, configure, and employ a ship's synthetic training capability is integral to ship readiness and will be assessed throughout the FRTP.

206. Maintenance and Material Management (3M) Program. The 3M Program is designed to identify and correct material deficiencies by ship's force through periodic and situational equipment assessments. While not all equipment can be fully assessed through the ship's 3M Program, a well-executed program will reduce the amount of growth and new work and maintain a higher level of readiness throughout the entire cycle.

Chapter 3

READINESS EVALUATIONS, ASSESSMENTS, CERTIFICATIONS, AND INSPECTIONS

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 3500.10, Readiness Evaluations
(b) COMNAVSURFPAC/COMNAVSURFLANTINST 4700.1 Total Ships Readiness Assessment (TSRA)
(c) COMFLTFORCOMINST 3501.3C, Fleet Training Continuum
(d) COMUSFLTFORCOMINST 4790.3B, Change 4, Joint Fleet Maintenance Manual
(e) OPNAVINST 4730.5Q, Trials and Material Inspections (MI) of Ships Conducted by the Board of Inspection and Survey
(f) COMNAVSURFPAC 4730.2, TYCOM Material Inspection (TMI) Process
(g) COMNAVSURFLANTINST 4730.2, Material Standards Assessment Program

300. Purpose. Periodic assessments validate ship readiness to execute mission requirements. Due to the unique capabilities of each ship class, numerous organizations provide assessments, evaluations, certifications, and inspections. These organizations will use established, common standards for material readiness and training in order to eliminate duplicity of checks and assessments. Additionally, these organizations will schedule and conduct periodic assessments where they fit best to improve ship readiness throughout the FRP and deliver ships to USFF FJO/C3F/C7F at their peak level of readiness. The notional schedule for the 27 month FRP is provided in Figure 3-1.

Note: The order of events is more important than the month in which the events are conducted.

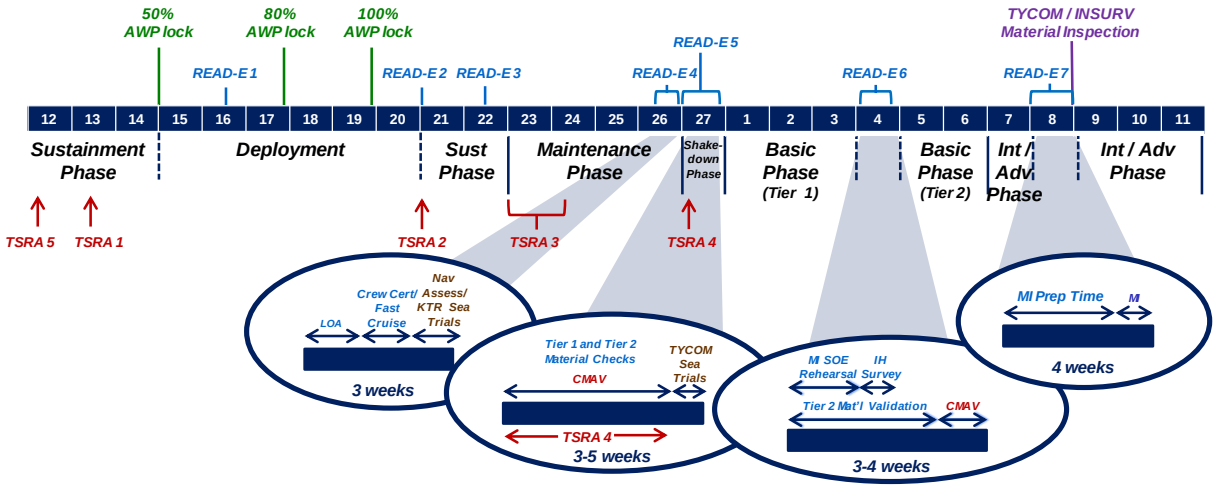


Figure 3-1. 27 Month FRP Notional Schedule

301. Overarching Guidance

1. Readiness Evaluations, Assessments, Certifications, and Inspections. A complete list of authorized readiness evaluations, assessments, certifications, and inspections is provided in Appendix A and supported by applicable instructions listed in Appendix B.

2. Modifications to the Authorized List of Readiness Evaluations, Assessments, Certifications, and Inspections. No external activity shall

schedule an event that is not identified in Appendix A. External activities that desire to add, alter, or delete events contained in Appendix A must coordinate with respective authority (COMNAVSURFPAC and COMNAVSURFLANT for Sustainment, Maintenance, Shakedown, and Basic Phases; CSFTP and CSFTL for Integrated/Advanced Phase). The Chiefs of Staff are the approval authority for any changes to Appendix A.

3. Changes to Qualification, Certification, or Exercise Standards. Changes to Basic Phase qualification, certification, and exercise standards are subject to TYCOM N7 Configuration Control Board approval before implementation.

302. Readiness Evaluations. Throughout the FRP, multiple, complementary assessments will be consolidated into distinct evaluation periods entitled Readiness Evaluations (READ-Es) as outlined in reference (a). READ-Es will assess, validate, or certify ship readiness. Because each evaluation may have several components, one organization shall be designated as the lead organization for each READ-E and is responsible for coordination with the ship and other assessment teams. The duration of the READ-E varies based upon scope, ship class, and other scheduling considerations.

303. Assessments

1. Assessments that are not part of the Readiness Evaluations discussed in Section 302 are scheduled as independent events throughout the FRP. Where possible, these assessments have been aligned to the notional cycle, rather than a standardized periodicity (e.g., "conducted during pre-deployment Sustainment Phase" vice "conducted every 2 years") in order to provide ships a predictable and logical readiness assessment periodicity. In addition, these independent assessments have been scheduled with the following additional goals:

a. Reinforce common standards

b. Consolidate assessments when logical

c. Maximize use of subject matter experts

d. Eliminate redundancy

A complete list of assessments is provided in Appendix A.

2. Total Ship Readiness Assessments (TSRA) are material assessment packages coordinated by the Regional Maintenance Centers (RMC) designed to improve maintenance availability planning and Current Ship's Maintenance Project (CSMP) management, repair equipment, support system light off, and provide over-the-shoulder training to ship's force maintenance personnel. The assessments are conducted by the RMC and serve to increase ship's force awareness of material standards and educate maintenance personnel on troubleshooting and repair processes. Details of the TSRA process are provided in reference (b).

304. FRP Certifications

1. Per reference (c), there are two fundamental milestones required by ships to progress through the FRP. Basic Phase Completion and Deployment Certification are granted to ships following successful completion of

specific unit level and group (multi-ship) requirements.

2. Basic Phase (Unit Level) Completion. Basic Phase Completion is a TYCOM report that identifies the ship as an Independent Unit Ready for Tasking (IURFT). Basic Phase Completion is based upon successful completion of all mission area certifications.

a. Mission Area Certifications. Mission area certifications are granted by TYCOM, relying upon assessments conducted by ATG Pacific/Atlantic (ATGP/ATGL), Engineering Assessment Pacific/Atlantic (EAP/A), or other assessment organizations.

b. A complete list of mission area certifications is included in Appendix A.

3. Deployment Certification. Deployment Certification is granted by the USFF FJO/C3F/C7F (as applicable) as outlined in reference (c).

305. Inspections

1. Material Inspections. Part of the strategy to maintain equipment at a higher level of readiness and reinforce standards compliance includes more frequent material inspections. By conducting a material validation every FRP cycle, ships will better understand their equipment status and capabilities and reduce the premium costs associated with late-identified work. Furthermore, USFF FJO/C3F/C7F will have confidence in the material condition of surface ships as they transition into the Integrated/Advanced Phase and then onto Sustainment Phase and deployment.

a. INSURV Trials and Material Inspections. The Board of Inspection and Survey (INSURV) will conduct Acceptance Trials (AT), Final Contract Trials (FCT), Material Inspections (MI), and Decommissioning Surveys in accordance with references (d) and (e).

b. TYCOM Material Inspections. In FRP cycles that do not include one of the INSURV inspections in the paragraph above, TYCOM will conduct an MI in accordance with applicable TYCOM instruction (reference (f) or (g)). These inspections will be notionally scheduled six to eight weeks following Basic Phase completion.

Chapter 4

FLEET RESPONSE TRAINING PLAN PHASE REQUIREMENTS

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 3500.11, Surface Force Exercise Manual
(b) COMUSFLTFORCOMINST 4790.3B, Change 4, Joint Fleet Maintenance Manual
(c) COMNAVSURFPAC/COMNAVSURFLANTINST 4700.1, Total Ships Readiness Assessment (TSRA)
(d) COMNAVSURFPAC/COMNAVSURFLANTINST 3500.10, Readiness Evaluations
(e) OPNAVINST 5100.19E, Navy Safety and Occupational Health (SOH) Program Manual for Forces Afloat
(f) COMNAVSURFPAC/COMNAVSURFLANTINST 1300.1, Command Readiness Assist Visit
(g) COMNAVSURFPAC/COMNAVAIRPAC/COMNAVAIRLANT/COMNAVSURFLANTINST 3530.4C, Surface Ship Navigation Department Organization and Regulations Manual (NAVDORM)
(h) COMNAVSURFPAC/COMNAVSURFLANTINST 3504.1A, Redlines Implementing Instructions
(i) COMFLTFORCOMINST 3501.3C, Fleet Training Continuum
(j) OPNAVINST 4730.5Q, Trials and Material Inspections (MI) of Ships Conducted by the Board of Inspection and Survey
(k) COMNAVSURFPAC 4730.2, TYCOM Material Inspection (TMI) Process
(l) COMNAVSURFLANTINST 4730.2, Material Standards Assessment Program

400. Fleet Response Training Plan (FRTP). The Fleet Response Training Plan (FRTP) is a flexible and scalable approach to training that meets the dynamic requirements of the Fleet Response Plan (FRP). The FRTP consists of five phases: Sustainment, Maintenance, Shakedown, Basic, and Integrated/Advanced. The notional schedules for the 27 month FRP is provided in Figure 4-1.

Note: The order of events is more important than the month in which the events are conducted.

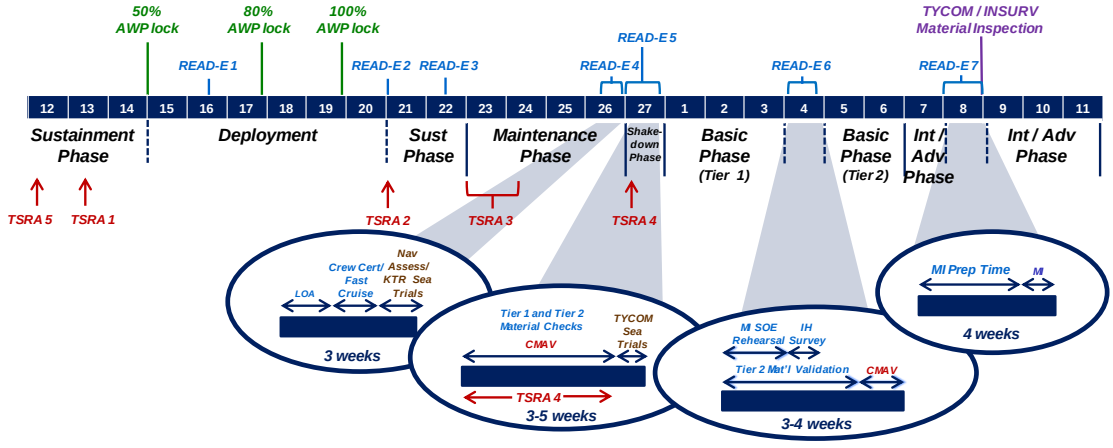


Figure 4-1. 27 Month FRP Notional Schedule

1. The transition from one phase to the next is driven by material readiness and demonstrated proficiency. Each phase consists of training, evaluations, and assessments that support the ship's ability to achieve exit criteria in each phase.

2. To achieve the required synergy necessary to produce surface ship readiness, each phase must be supportive of the subsequent phase, rather than viewed as a separate period. A sequenced and coordinated effort from all organizations tasked with assessing and repairing ships and training Sailors is critical to establish the training continuum. The goal is to build mission area proficiency across the FRTP through progressively complex Individual, Unit, and Group level training events based on standardized and repeatable measures of performance. The FRTP Phases outlined in the following sections describe the path to deployed readiness.

3. Training Continuum. In order to achieve the required Basic Phase and Deployment Certifications, each ship executing the notional FRP cycle will progress through the training continuum as illustrated in Figure 4-2.

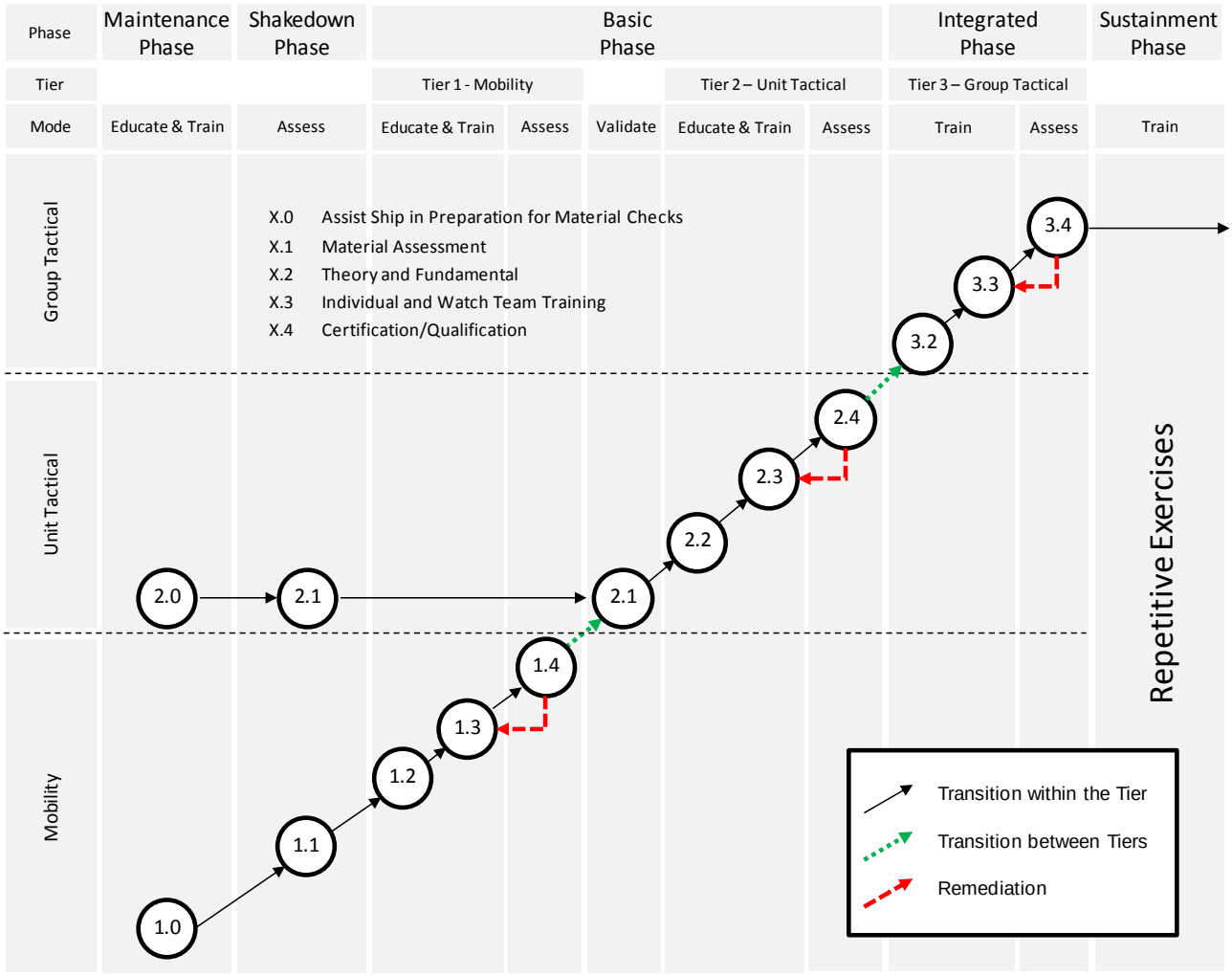


Figure 4-2. Training Continuum

a. The ability for the command to focus on required training relies on material condition that can support training and does not measurably distract the crew from training objectives. To ensure the condition of ship's equipment is fully understood, ATG, in conjunction with RMC, will perform

material checks prior to the start of the Basic Phase. Identified material deficiencies will be adjudicated by TYCOM prior to proceeding.

b. Once all material deficiencies have been adjudicated and appropriate action taken, the ship will progress through the training continuum in the sequenced steps.

c. Ships that do not satisfactorily demonstrate mission area proficiency during the applicable Certification/Qualification (X.4) event will repeat the event following remedial instruction.

d. Ships are required to perform a variety of exercises throughout the FRTP in order to achieve certification and maintain proficiency. The three types of exercises are described below. A detailed description and list of exercises are provided in reference (a).

(1) Certification Exercises (CE). CEs are conducted in the Basic Phase and are a prerequisite to mission area certification. ATG will assess the ship's ability to successfully demonstrate these exercises.

(2) Advanced Exercises (AE). AEs are conducted following Basic Phase completion. AEs are primarily accomplished during Group Sail; however, USFF FJO/C3F/C7F (as applicable) may authorize conduct of these exercises any time during the Integrated Phase. Exercises will be assessed by CSG/ARG staffs or local training agencies (if resources are available). Not all ships will perform all AEs; USFF FJO/C3F/C7F will select applicable AEs for each ship to accomplish during the Integrated/Advanced Phase.

(3) Repetitive Exercises (RE). REs are conducted by ships following Mission Area Certification in order to maintain proficiency in each mission area. The ship will self-assess their ability to successfully demonstrate these exercises.

401. Sustainment Phase

1. Focus. During the Sustainment Phase, ships will focus on maintaining readiness across the full spectrum of mission areas in order to be ready to conduct prompt and sustained combat operations. Additionally, due to the long lead time required for Availability Work Package (AWP) development, this is the time to conduct both internal (ship's force) and external material assessments that will form the basis of the next Maintenance Phase.

2. Expectations. While on deployment, ships will focus on deployed missions, while maintaining proficiency in all mission areas through repetitive exercises in accordance with reference (a).

a. A TFOM of 80% in the Mobility Mission Areas shall be maintained at all times.

b. Tactical Mission Areas will be sustained through training and conducting deployed missions. Ships shall make all reasonable efforts to maintain a TFOM of 80% in all tactical mission areas, however, when operational requirements limit proficiency opportunities, training on the mission areas required by the Operational Commander shall take precedence. Some mission areas will be allowed to degrade and ships will report readiness degradations of affected mission areas in accordance with governing directives without the need for a mitigation plan during deployment.

c. Ships will begin preparations for the upcoming CNO Availability through critical self-assessment, clearly documented deficiencies, training, and planning. Preparations for the Maintenance Phase must not interfere with the ship's ability to meet operational commitments.

d. TYCOM shall coordinate focused training to ships outside the Basic Phase on an as-needed basis as determined by unit self-assessment or ISIC/ATG recommendation.

3. Notional Schedule. Figure 4-3 depicts the notional schedule for the Sustainment Phase.

Note: The order of events is more important than the month in which the events are conducted.

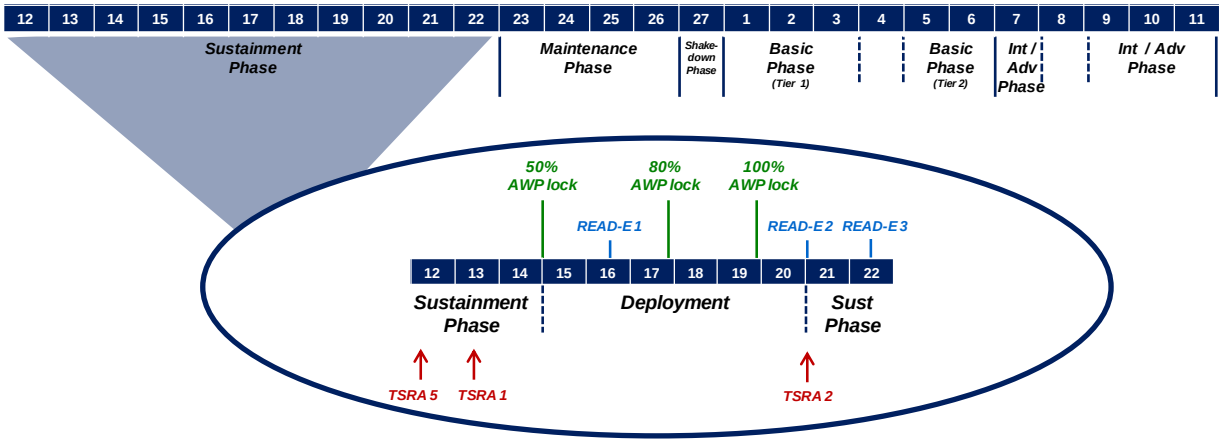


Figure 4-3. Sustainment Phase Notional Schedule

4. Readiness Evaluations, Assessments, Certifications and Inspections. Throughout the Sustainment Phase, various evaluations and assessments will be conducted to reinforce standards compliance. Events that require significant coordination are outlined below; remaining events are listed in Appendix B.

a. Total Ship Readiness Assessment (TSRA) 5. TSRA 5 is a two-week pre-deployment combat systems material condition verification conducted by the applicable Regional Maintenance Center (RMC). While it occurs before TSRA 1 in the Sustainment Phase (as illustrated in Figure 4-3 above), it is the final TSRA event that prepares the ship for deployment. Scheduling of this event should occur prior to the ship's pre-deployment leave and upkeep period to provide sufficient time to correct critical deficiencies. The purpose of TSRA 5 is to ensure combat systems equipment (including Ballistic Missile Defense equipment) is operable for deployment. Deficiencies identified during TSRA 5 will be prioritized and scheduled for repair based upon impact and repair timeline.

b. Total Ship Readiness Assessment (TSRA) 1. TSRA 1 is a two-week ship-wide material condition assessment conducted by RMC and performed during the pre-deployment Sustainment Phase to identify work items for an upcoming CNO Availability. Scheduling of this event should occur early enough in the Sustainment Phase to correct any critical deficiencies identified during the assessment prior to deployment and without impact to the ship's operational commitments. The purpose of TSRA 1 is to minimize growth and new work during

a CNO Availability by conducting a comprehensive material condition assessment in advance of AWP lock (see reference (b) for specific milestones). Specific material checks conducted during TSRA 1 will include Integrated Class Maintenance Plan (ICMP) tasks and specific items identified in reference (c).

c. Readiness Evaluation 1. READ-E 1 is a ship self-assessment executed during the Sustainment Phase, typically while the ship is on deployment. The purpose of READ-E 1 is for the ship to perform a critical self-assessment of their manning, material, schooling, and other requirements in order to gain an assessment of their readiness to conduct the next FRTP cycle. Duration of READ-E 1 is determined by the ship, but must be completed and findings reported to ISIC/TYCOM at least four weeks in advance of READ-E 2 and READ-E 3. The requirements for READ-E 1 are provided in reference (d).

d. Readiness Evaluation 2. READ-E 2 is a TYCOM-led assessment of material condition executed during the Sustainment Phase following READ-E 1. It is conducted in conjunction with an underway period and must be completed before the start of the Maintenance Phase. READ-E 2 replicates the demonstrations and critical events that will be performed during the Maintenance Phase TYCOM Sea Trials. Demonstrations are conducted during this period to identify any material condition degradations that occurred during the course of deployment and ensure that the ship maintains a constant focus on material assessments and standards. Any deficiencies identified during READ-E 2 shall be added to the ship's CSMP and considered for possible inclusion into the CNO AWP, recognizing that work items may be growth or new work. Every effort should be made to complete all demonstrations for the applicable ship class. Ships shall coordinate with the appropriate Immediate Superior in Command (ISIC)/Type Commander (TYCOM) to develop the schedule of events (SOE) and reserve required services. A list of required demonstrations and critical events is contained in reference (d).

(1) Total Ship Readiness Assessment (TSRA) 2. TSRA 2 is a ship-wide material condition assessment conducted by RMC in conjunction with READ-E 2. RMC's participation will ensure appropriate technical representation is available to document deficiencies, expedite maintenance planning, and correctly prioritize maintenance action.

e. Readiness Evaluation 3. READ-E 3 is a TYCOM-led validation event conducted during the Sustainment Phase. The event may be conducted in conjunction with READ-E 2 and is comprised of three primary events: READ-E 1 Validation; Safety and Occupational Health (SOH) and Environmental Programs Review; and the Command Readiness Assist Visit (CRAV).

(1) READ-E 1 Validation. During this period, the TYCOM will validate the ship's self-assessment conducted during READ-E 1. In addition to an assessment of manning (including NECs), material condition, schools plan, and management programs, READ-E 1 will include a comprehensive assessment of the proficiency of the crew across all mission areas. This mission area proficiency assessment may be demonstrated via available onboard training systems and the results of the assessment will be used to determine if refresher training is required for the ship to remain a surge asset or to help ISIC/TYCOM determine if Basic Phase should or can be tailored. The requirements for the validation are provided in reference (d).

(2) SOH and Environmental Programs Review. TYCOM will validate the effectiveness of SOH programs that will assist the ship in execution of the Maintenance Phase. The details of this survey are provided in reference (e).

(3) CRAV. The ADCON ISIC will assess the various administrative programs that comprise the CRAV. The details of this assist visit are contained within reference (f).

5. Sustainment Phase Exit Criteria

a. Objective: Ready to enter Maintenance Phase.

b. Overall

(1) Conduct READ-E 1, READ-E 2, and READ-E 3

(2) Ships are proficient across the PESTO pillars in AT, FSO-M, MOB-D, 3M, Supply, and Explosive Safety

c. Personnel Pillar Exit Criteria

(1) Fill: COB = 90 Percent of BA

(2) Fit: COB = 90 Percent of BA

(3) Critical NEC: 1 each for all critical NEC (Some mission areas may require more than one NEC (e.g., Strike (Tomahawk), BMD, & ASW) as defined in the applicable mission area certification instructions)

d. Equipment Pillar Exit Criteria

(1) Completion of Total Ship Readiness Assessment (TSRA) 2

(2) Availability Work Package (AWP) definitization complete

e. Supply Pillar Exit Criteria

(1) Ensure critical equipage inventories to include phased replacement items are inventoried, assessed, and replacements ordered as necessary.

(2) Integrated Logistics Support (ILS) plans established; Integrated Logistics Overhaul (ILO) or Phased Maintenance Review (PMR) arranged.

f. Training Pillar Exit Criteria

(1) Basic Phase certification training POA&M complete and approved by TYCOM

g. Ordnance Pillar Exit Criteria

(1) Complete offload with the exception of AT requirements

402. Maintenance Phase

1. Focus. The focus of the Maintenance Phase is to establish a material foundation that will support Basic Phase training, subsequent operations, and maintenance and modernization to meet the ship's Expected Service Life. During this phase, ships must also strive to complete required schoolhouse training in order to have the foundational knowledge to succeed in the upcoming training cycle and, ultimately, deployment.

2. Expectations

a. Availability Maintenance Actions. All maintenance availability work will be complete and certified through either RMC work certification procedures or demonstrated performance during Contractor Sea Trials.

b. The ship will have satisfactorily demonstrated its ability to safely operate the engineering plant and get the ship underway. Modernization impacts on material readiness must be considered and addressed during the Maintenance Phase to ensure no impediment to training exists.

c. School Requirements. Ships should make every attempt to complete all required schoolhouse training during the Maintenance and Shakedown Phases. In cases where schools cannot be completed during these periods, ships must de-conflict Basic Phase training requirements with mandatory school requirements. Ships should contact TYCOM via their chain of command as early as possible to resolve shortfalls.

d. Training and PQS Programs. Training and PQS Programs must remain fully established throughout the entire FRTP to validate watchstander knowledge and proficiency. However, due to the crew turnover that typically occurs following deployment, ships must ensure that appropriate PQS assignments and training programs are established to support the WTRP for the entire FRTP.

3. Notional Schedule. Figure 4-4 depicts the notional schedule for the Maintenance Phase.

Note: The order of events is more important than the month in which the events are conducted.

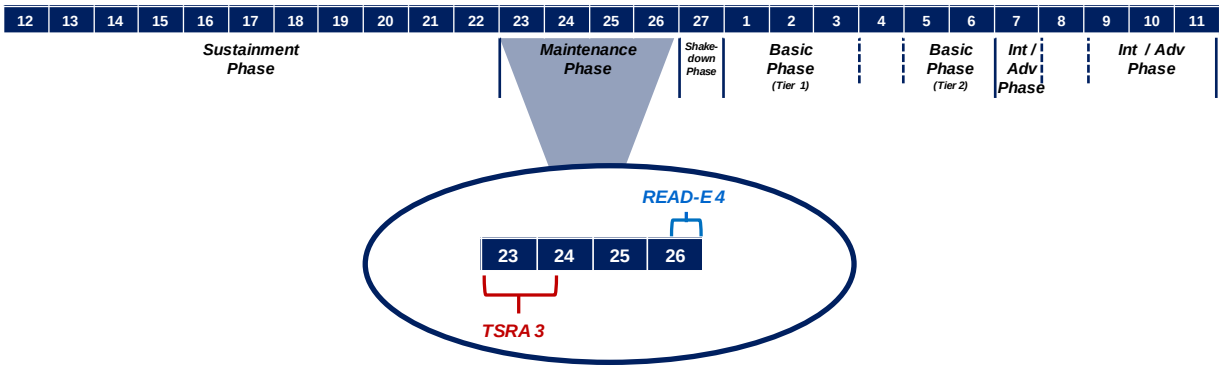


Figure 4-4. Maintenance Phase Notional Schedule – 27 month FRP

4. Readiness Evaluations, Assessments, Certifications and Inspections. Throughout the Maintenance Phase, various evaluations and assessments will be conducted to reinforce standards compliance. Events that require significant coordination are outlined below; remaining events are listed in Appendix B.

a. Total Ship Readiness Assessment (TSRA) 3. TSRA 3 is a two-week ship-wide assessment, focused primarily on ship's hull, mechanical, and electrical (HM&E) components conducted by RMC. The purpose of TSRA 3 is to assist the ship in executing the Engineering Light-off Assessment (LOA) and achieving Maintenance Phase exit criteria. A list of material checks that will be conducted during TSRA 3 are included in reference (c).

b. Readiness Evaluation 4. READ-E 4 is a TYCOM-led assessment of the ship's readiness to exit the Maintenance Phase. READ-E 4 is conducted at the end of the Maintenance Phase, nominally in the last three weeks. It is comprised of five events: Light Off Assessment (LOA); Crew Certification; Dock Trials/Fast Cruise; Navigation Assessment; and Contractor (KTR) Sea Trials. Due to the scope of READ-E 4, TYCOM shall be responsible for de-conflicting the various events. A nominal schedule for READ-E 4 is provided in Figure 4-5.

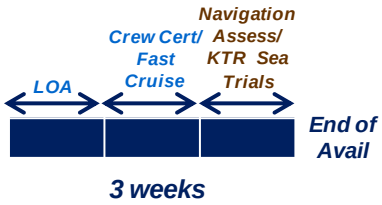


Figure 4-5. READ-E 4 Optimal Schedule

(1) LOA. The LOA will be conducted by ATG Engineering Assessments Atlantic/Pacific and the team may be augmented by the ADCON ISIC or TYCOM Staff. The purpose of LOA is to ensure the ship is capable of safely lighting off and operating its engineering plant prior to going to sea (Sea Trials included) when exiting a CNO Availability or any significant maintenance period (120 days or greater in length) or when the TYCOM deems it necessary. LOA must be scheduled after the availability Production Completion Date (PCD) as outlined in reference (b). All engineering programs must be established and fully functional to support light off and all Engineering damage control equipment in place and operational. The ship must have an operational Repair 5 Allowance Equipage List (AEL) to support demonstration of a Main Space Fire drill. LOA is conducted in accordance with reference (d).

(2) Crew Certification. The ADCON ISIC will conduct Crew Certification on all new construction ships and ships with maintenance periods greater than or equal to 60 days. The purpose of Crew Certification is to perform a thorough review of the ship's overall training program and an assessment of their ability to provide an adequate number of qualified crew members to support safe operations at sea, to include sea trials. This determination will be based on accomplishing selected exercises, material checks of key deck/navigation/safety equipment, and level of knowledge testing of key watchstanders. The requirements of the event are provided in reference (d).

(3) Dock Trials and Fast Cruise. The ISIC will supervise the conduct of Dock Trials and a Fast Cruise during a CNO maintenance availability in accordance with reference (b). The overall objectives are to train the crew and determine their ability to take the ship to sea safely in a peacetime environment. Dock Trials is an opportunity to prove that equipment operates within established standards, and Fast Cruise verifies the crew is ready and qualified to take the ship to sea and simulates at-sea operating conditions. Equipment should be energized and operated as much as possible; only items that cannot be performed shall be simulated. Dock Trials and Fast Cruise requirements are contained in reference (b), Appendices I and J, and further amplified in reference (d).

(4) Navigation Assessment. The ADCON ISIC will conduct a Navigation Assessment (also known as a "Nav Check Ride") in conjunction with Contractor Sea Trials. The details of the Navigation Assessment are provided in reference (d) and (g).

(5) Contractor Sea Trials. Contractor Sea Trials are conducted in accordance with reference (b), Appendix K.

5. Maintenance Phase Exit Criteria

a. Objective: Verify satisfactory completion of Maintenance Phase work

b. Overall

(1) Availability work certified by RMC

(2) Successful completion of all events in READ-E 4

403. Shakedown Phase

1. Focus. The focus of the Shakedown Phase is to verify the ship's material condition is able to support Basic Phase training. Shakedown Phase begins after successful completion of Contractor (KTR) Sea Trials and ends after successful completion of TYCOM Sea Trials.

2. Expectations. The end of the Shakedown Phase indicates the ship's readiness to commence Basic Phase training unencumbered by material deficiencies.

a. Material Readiness. The primary goal of the Shakedown Phase is to ensure that all systems, including training systems meet established material condition standards to support Basic Phase training and follow-on operational tasking.

3. Notional Schedule. Figure 4-6 depicts the notional schedule for the Shakedown Phase.

Note: The order of events is more important than the month in which the events are conducted.

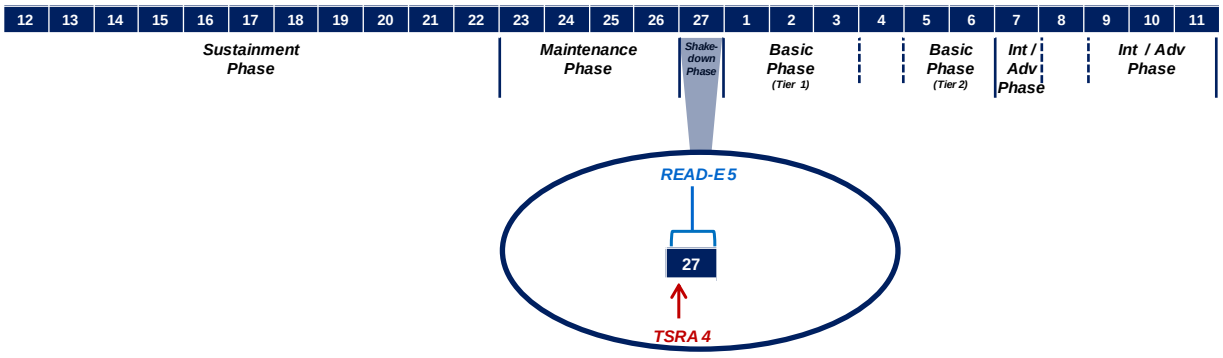


Figure 4-6. Shakedown Phase Notional Schedule

4. Readiness Evaluations, Assessments, Certifications and Inspections. The Shakedown Phase consists of one event – READ-E 5.

a. Readiness Evaluation 5. READ-E 5 is a TYCOM-led assessment of the ship's readiness to commence Basic Phase training. Its nominal duration is one month. READ-E 5 is comprised of four events: TSRA 4; Tier 1 and Tier 2 Material Checks; a Continuing Maintenance Availability (CMAV); and TYCOM Sea Trials. Due to the scope of READ-E 5, TYCOM shall be responsible for de-conflicting the various events. A nominal schedule for READ-E 5 is provided in Figure 4-7.

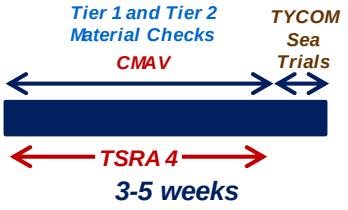


Figure 4-7. READ-E 5 Optimal Schedule

(1) Total Ship Readiness Assessment (TSRA) 4. TSRA 4 is a ship-wide material condition assessment conducted by RMC to verify equipment condition is sufficient to support training during the Basic Phase. A list of material checks is provided with reference (c).

(2) Tier 1 and Tier 2 Material Checks. TYCOM, in conjunction with ATG, will perform material checks to verify equipment condition is sufficient to support training to ensure the crew will not be distracted by equipment repairs during Basic Phase training. TYCOM shall adjudicate if an identified discrepancy warrants immediate action, and if so, whether a subsequent Sea Trials will be required to validate repairs; if the repair may be deferred to a later maintenance period; or if no action is required. A list of material checks is provided on the SFRM website.

(3) TYCOM Sea Trials. TYCOM Sea Trials are conducted following Contractor Sea Trials and verify the ship's capability to satisfactorily perform functions that support the ship's primary missions. The list of demonstrations is in accordance with reference (d) and replicates those conducted during READ-E 2. Demonstrations satisfactorily completed during Contractor Sea Trials will not need to be re-performed. Discrepancies

identified during TYCOM Sea Trials will be prioritized and considered for the subsequent Continuing Maintenance Availability (CMAV). TYCOM shall adjudicate if the discrepancy warrants immediate action, and if so, whether additional Sea Trials will be required to validate repairs; if the repair may be deferred to a later maintenance period; or if no action is required.

5. Shakedown Phase Exit Criteria

a. Objective: Ready to enter Basic Phase.

b. Overall

(1) Satisfactory completion of all events in READ-E 5

(2) Ships must maintain capability and proficiency across the PESTO pillars in AT, FSO-M, MOB-D, 3M, Supply, and Explosive Safety

c. Personnel Pillar Exit Criteria

(1) Fill: COB = 90 Percent of BA

(2) Fit: COB = 90 Percent of BA

(3) Critical NEC: 1 each for all critical NEC (Some mission areas may require more than one NEC (e.g., Strike (Tomahawk), BMD, & ASW) as defined in the applicable mission area certification instructions)

(4) Meet all Personnel Redlines (see reference (h))

(5) Critical schools 80% complete; 100% critical schools scheduled

d. Equipment Pillar Exit Criteria

(1) Satisfactory completion of TYCOM Sea Trials

(2) Satisfactory completion of Tier 1 and Tier 2 material checks

e. Supply Pillar Exit Criteria

(1) Integrated Logistics Support (ILS) elements (e.g., repair parts, Maintenance Assist Modules (MAM), PMS, Test Equipment, Training, and Tech Manuals) delivered for newly-installed, upgraded, or modified equipment

(2) Supply IT systems updated and online (R-Supply, Food Service Management (FSM), Retail Operations Management '2' (ROM II), Automated Military Postal System (AMPS), and Hazardous Information Control System Windows (HICSWIN))

(3) All storerooms able to be secured

(4) All required repair parts stored aboard

(5) Shelf Life items inspected and Shelf Life program established for periodic review

(6) All major equipment must be operational (e.g., APC System, Gaylord, Navy Cash, etc.) (See SFRM website for specific divisional requirements.)

f. Training Pillar Exit Criteria

(1) The Relational Administrative Data Management (R-ADM) application is established as the primary onboard personnel management system

(2) Watch Team Replacement Plan (WTRP) is established for each watch team

(3) Approved watch bills for homeport AT

(4) Required watch teams (if applicable)

(a) Sea and Anchor, GQ, UNREP, & Flight Deck (1 team each)

(b) Condition III in CIC, Bridge, & Engineering (2 teams each)

(c) BMD and ASW (2 teams each; FFG - 1 Condition IIAS team)

(d) Strike (1 team)

(e) VBSS (14 team members: two teams of 6 with 2 alternates)

(f) Link Response Team

(5) All repair lockers and At Sea Fire Party PQS qualified

(6) All training teams able to be manned

(7) All ASA check sheets completed within the past 3 months

g. Ordnance Pillar Exit Criteria

(1) Satisfactory completion of Magazine and Magazine Sprinkler Assessment conducted by appropriate RMC; ADCON ISIC certification message or letter filed in the Combat Systems Smooth Log

(2) Explosive Handling qualification/certification program effective for all families of ammunition

(3) Ammunition onboard to support AT requirements and Basic Phase live fire events

(4) Ammo inventory management process established

(5) All magazines able to be secured and Intrusion Detection Systems (IDS) fully operational

(6) Weapons elevators fully operable; certifications within periodicity in accordance with applicable NSTMs

(7) Ordnance Handling Equipment (OHE) and Material Handling Equipment (MHE) certifications within periodicity

(8) Letters of designation signed in accordance with NAVSUP P-724, OPNAVINST 5530.13 (Series), and OPNAVINST 8023.24 (Series)

404. Basic Phase

1. Focus. The focus of the Basic Phase is to train and certify a ship in all mission areas and be able to perform operations as an individual unit. Basic Phase begins after a ship achieves Shakedown Phase exit criteria and will be executed in two parts. Mobility (Tier 1) and Unit Tactical (Tier 2) training will follow a five-step process that starts with material assessment, training, develops individual and watch team skills, builds watch team cohesion and proficiency, and concludes with qualification events for each mission area. Shipboard training teams will also be trained throughout the Basic Phase. Upon completion of all mission area certifications the TYCOM will report Basic Phase Completion and the ship will transition to the Integrated/Advanced Phase.

2. Expectations

a. Demonstrated Proficiency. The ship must be successful at the qualification events across all Mobility (Tier 1) mission areas prior to advancing to Unit Tactical (Tier 2) training. All Basic Phase training qualification events will be completed (with a minimum passing score of 80%) prior to advancing to Group Tactical (Tier 3) training.

b. Mobility (Tier 1) and Unit Tactical (Tier 2) training events are sequenced to build upon each other such that each ship is competent in basic mobility and communications prior to commencing single unit warfare activities. When ships operate as a cohesive group, the combination of capabilities is greater than the sum of its parts but is reliant on the tactical competence of each unit. Therefore, each ship must master all Mobility and Unit Tactical training events and exercises as specified in reference (a).

3. Notional Schedule. Figure 4-8 depicts the notional schedule for the Basic Phase.

Note: The order of events is more important than the month in which the events are conducted.

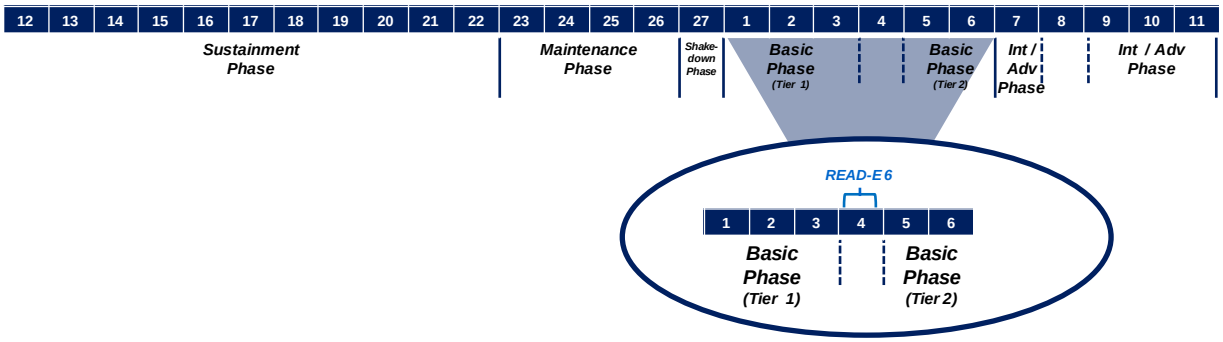


Figure 4-8. Basic Phase Notional Schedule

4. Readiness Evaluations, Assessments, Certifications and Inspections. Throughout the Basic Phase, various evaluations, assessments, and

certifications will be conducted to reinforce standards compliance. Events that require significant coordination are outlined below; remaining events are listed in Appendix B.

a. Readiness Evaluation 6. READ-E 6 is a TYCOM-led assessment that verifies the ship's readiness to transition from Tier 1 (Mobility) to Tier 2 (Unit Tactical). The assessment is comprised of a Material Inspection SOE Rehearsal, an Industrial Hygiene (IH) Survey, Tier 2 Material Validation, and a maintenance period. Duration of the event is ideally three weeks with 1.5 days underway. A nominal schedule for READ-E 6 is provided in Figure 4-9.

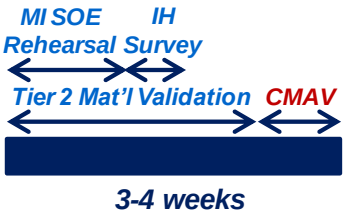


Figure 4-9. READ-E 6 Optimal Schedule

(1) Material Inspection SOE Rehearsal. The first four days of READ-E 6 will be a Material Inspection SOE Rehearsal, regardless of whether the ship is scheduled to have an INSURV MI or a TYCOM MI. The rehearsal will be coordinated by TYCOM with assessment assistance from the ADCON ISIC and RMC. Days 1 and 2 will be used to execute the underway portion of the SOE. Following return to homeport, ships will continue with inport material checks until complete.

(2) IH Survey. Following the SOE Rehearsal, the local Medical Training Facility Industrial Hygienists will conduct a periodic IH Survey to identify workplace hazards, characterize risk, and develop appropriate controls to reduce hazards. The details of an IH Survey are contained in reference (e).

(3) Combat Systems Material Validation. Following the SOE rehearsal, ATG will validate the combat systems material condition to ensure the equipment can support Unit Tactical (Tier 2) training. To prevent duplication of effort, only items not validated during TSRA 4 or the Material Inspection SOE Rehearsal will be assessed during this period. A list of material checks are provided on the SFRM website.

(4) Maintenance Period. A dedicated maintenance period is provided to correct any remaining deficiencies to support Tier 2 training and prepare the ship for the upcoming Material Inspection in the Integrated/Advanced Phase.

5. Basic Phase Exit Criteria

a. Objective: Ready to enter Integrated/Advanced Phase.

b. Overall

(1) Satisfactory completion of READ-E 6

(2) Maintain all Shakedown Phase exit criteria

c. Personnel Pillar Exit Criteria

(1) Fill: COB = 93 Percent of BA

(2) Fit: COB = 90 Percent of BA

(3) Critical NEC: DRRS-N threshold

(4) Meet all Personnel Redlines (see reference (h))

(5) Critical schools 80% complete; 100% critical schools scheduled

d. Equipment Pillar Exit Criteria

(1) Achieve and maintain equipment readiness as outlined on the Equipment Pillar Exit Criteria matrix posted on the SFRM website

e. Supply Pillar Exit Criteria

(1) Satisfactory completion of Supply Management Certification (SMC)

f. Training Pillar Exit Criteria

(1) Achieve all applicable Mission Area Certifications by passing all Certification Exercises (CE)

(2) All Command, Department, and Divisional Training Programs graded as "Effective"

g. Ordnance Pillar Exit Criteria

(1) Conventional Ordnance Safety Review (COSR) successfully completed

(2) Ammunition onboard to support AT requirements plus all Integrated/Advanced training requirements

405. Integrated / Advanced Phase

1. Focus

a. Integrated Phase. The focus of the Integrated Phase is to combine individual unit warfare skill sets into a single cohesive strike group, ARG, or mission-oriented deployable unit capable of operating within a challenging, multi-warfare, joint, multinational, and interagency environment and to take a tactical leadership role as a Task Force Commander, Task Unit Commander, or Warfare Commander.

b. Advanced Phase. The focus of the Advanced Phase is to conduct advanced core and mission specific training for units not assigned to a strike group or ARG (i.e., Independent Deployers).

c. Material Readiness. Ships will undergo an INSURV or TYCOM Material Inspection during each FRTP (approximately 6-8 weeks following Basic Phase completion) in order to reinforce standards compliance and confidently provide USFF FJO/C3F/C7F with ships that are materially ready to perform operational tasking.

2. Expectations. Attain appropriate certification and meet TFOM of 80% in all Tactical Mission Areas. Integrated/Advanced Phase will include Unit Level Advanced Certification Events that will serve to build additional unit Tactical Mission Area skills in addition to USFF FJO/C3F/C7F requirements. At the conclusion of the Integrated/Advanced Phase, USFF FJO/C3F/C7F (as applicable) with CNSP/CNSL recommendation will grant Deployment Certification in accordance with reference (i). Each unit will also complete either INSURV or a TYCOM Material Inspection during this phase.

3. Notional Schedule. Figure 4-10 depicts the notional schedule for the Integrated/Advanced Phase.

Note: The order of events is more important than the month in which the events are conducted.

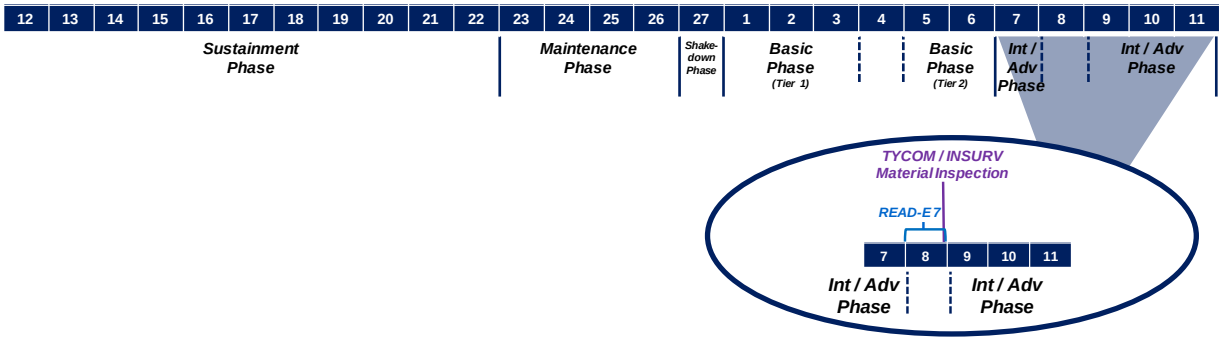


Figure 4-10. Integrated/Advanced Notional Schedule

4. Readiness Evaluations, Assessments, Certifications and Inspections. Throughout the Integrated/Advanced Phase, various evaluations, assessments, certifications, and inspections will be conducted to reinforce standards compliance. Events that require significant coordination are outlined below; remaining events are listed in Appendix B.

a. Integrated Phase training synthesizes unit tactical skills into single cohesive teams capable of delivering in challenging warfare situations. Each event builds upon the last not unlike the approach taken in Mobility and Tactical training. At sea and classroom training includes the following events as wells as specific events identified in applicable Operational Orders (OPORDS):

(1) Warfare Commanders Course(s) (WCC)

(2) Integrated ASW Course (IAC) Phase I

(3) Group Commander Training (GCT)

(4) Fleet Synthetic Training – Warfare Commander / Group Commander / Joint / Fleet (FST-WC / FST-GC / FST-J / FST-F)

(5) Group Sail

(6) IAC Phase II

(7) Monthly Inport Exercises (MITE)

(8) Composite Training Unit Exercise (COMPTUEX)

(9) Joint Task Force Exercise (JTFEX)

(10) Certification Exercise (CERTEX) for ARG/MEU

b. Readiness Evaluation 7. READ-E 7 is a one month period allotted to the ship in order to prepare for and conduct an INSURV or TYCOM Material Inspection (MI). It is comprised of two distinct periods: MI Preparation Time and the actual MI. Ships will not be available for tasking by the USFF FJO/C3F/C7F during READ-E 7. A nominal schedule for READ-E 7 is provided in Figure 4-11.

Figure 4-11. READ-E 7 Optimal Schedule

(1) MI Preparation (Prep) Time. MI Prep Time is a TYCOM-led assessment and repair period leading up to an INSURV and TYCOM MI. A combination of MI SOE Rehearsals, maintenance periods, and other assist team visits may be scheduled depending each ship's readiness for MI. TYCOM will coordinate with the ISIC and ship to determine the appropriate course of action for each ship; external organizations will not be able to conduct ship visits during this period without prior approval from TYCOM.

(2) Material Inspection. The Board of Inspection and Survey (INSURV) will conduct Material Inspections in accordance with references (b) and (j). COMNAVSURFPAC will conduct TYCOM Material Inspections in accordance with reference (k), and COMNAVSURFLANT will conduct TYCOM Material Inspections in accordance with reference (l).

5. **Integrated/Advanced Phase Exit Criteria**

a. Objective: Ready to enter Sustainment Phase. The goal of Integrated/Advanced phase training is to synthesize unit/staff actions into coordinated strike group operations in a challenging, multi-warfare operational environment.

b. Overall

(1) Attain Deployment Certification in accordance with reference (i)

(2) Maintain all Basic Phase exit criteria

(3) Complete TYCOM or INSURV Material Inspection

c. Personnel Pillar Exit Criteria

(1) Fill: COB = 95 Percent of BA

(2) Fit: COB = 90 Percent of BA

(3) Critical NEC: DRRS-N threshold

(4) Meet all Personnel Redlines (see reference (h))

(5) Complete all critical schools

d. Equipment Pillar Exit Criteria

(1) Achieve and maintain equipment readiness as defined by the Equipment Pillar Exit Criteria matrix posted on the SFRM website

e. Supply Pillar Exit Criteria

(1) Sustainment (i.e., spares, consumables, provisions, etc.) load out and stowage plans established and promulgated. Sustainment levels will be at/exceeding Type Commander (TYCOM) goals and/or Fleet Commander operational requirements.

(2) Afloat Recreation Fund Inspection complete

(3) Morale, Welfare and Recreation (MWR) audit complete

f. Training Pillar Exit Criteria

(1) Complete applicable AEs

(2) Satisfactory complete mission area (Performance and Readiness Review) PARR, if tasked

g. Ordnance Pillar Exit Criteria

(1) 100% Shipfill to supports AT requirements and all deployment requirements

406. FRTP Variations

1. One of the primary goals of this strategy is for each ship to have a standard, predictable training path throughout the FRTP. This predictability is necessary in order to synchronize the various maintenance, training, and operational requirements. Circumstances may require deviations from the notional FRTP cycle outlined in reference (i). Although a range of possibilities exist, three primary variations are described below.

a. Full Basic Phase. Ships that conduct a scheduled CNO Availability and have sufficient training time available before the next deployment will execute the established training and certification plan.

b. Abbreviated Basic Phase. When a ship is not allotted sufficient time to complete a full Basic Phase following a CNO Availability, a tailored training plan will be established based upon the results of READ-E 3. This tailored plan will provide training in those mission areas assessed by the TYCOM as below minimum acceptable standards.

c. Certification Extension. Ships without a dedicated CNO Availability between scheduled deployments remain in sustainment and will execute a

Certification Validation to support certification extension. The Certification Validation will be a comprehensive assessment of all assigned warfare area certifications. Mission Areas validated below certification criteria will receive additional training in order to maintain certification. Figure 4-12 gives an example of each variation.

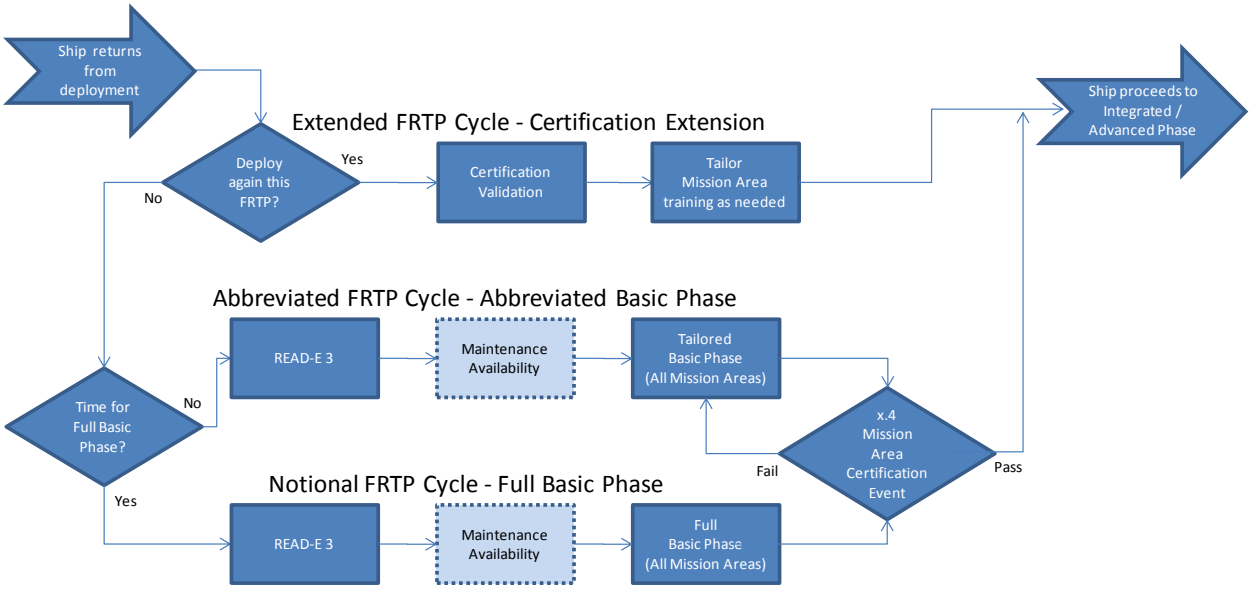


Figure 4-12. Variations to the FRTP and Training Cycle

2. Forward Deployed Naval Forces (FDNF)

a. FDNF ships' high operational tempo (OPTEMPO) and frequent tasking in support of national objectives requires these ships always be prepared to execute complex operations. This demand for continuous readiness requires a policy that ensures FDNF ships do not lapse in training, readiness, material condition, or manning.

b. FDNF ships do not execute the notional FRTP cycle in Figure 4-1. To maintain the necessary training flexibility, mission area certifications will not expire when the ship enters an extended maintenance period as described in Section 104. Instead, mission area certification is set at a 24 month periodicity. Mission areas may be recertified at any point within that 24-month periodicity. Ships, ISICs and ATG will sequence the prescribed training, assessments, and evaluations, in accordance with Appendix A, with the ship's operational and maintenance schedules in order to maintain certification periodicity.

c. An individual mission area certification may require a full series of training and assessments, or may only require some minimal training and then a certification. The ISIC, working with the ship and ATG, shall be responsible for determining the level of training required prior to a certification event.

d. The ship shall report to the NFC and TYCOM, via the ISIC, info their local ATG, if they are unable to re-certify any mission areas within the 24 month requirement. This report will include a risk assessment and mitigation plan.

3. Hull Swaps/Crew Exchange

a. In cases where crews move from one ship to another, the general rule is that mission area certifications move with the crew and both crews will be fully certified on their current hulls.

b. Since certifications will follow both crews to their new hulls, post hull swap training will highlight the differences between the two ships and provide specific mission area verification. The primary focus of mission area verification will be in the following areas:

(1) Navigation (MOB-N)

(2) Seamanship (MOB-S)

(3) Engineering (MOB-E)

(4) Damage Control (MOB-D)

(5) Anti-Terrorism (AT)

(6) Search and Rescue (SAR)

(7) Medical (FSO-M)

(8) Explosive Safety (EXPSAF)

(9) Amphibious Warfare (AMW)

(10) Aviation (AIR)

(11) Communications (CCC)

c. Consideration for additional mission area validations will be determined based on USFF FJO/C3F/C7F operational guidance in support of future operations required of either or both hulls. Crew Certification shall be conducted over a 3-5 day period as required.

4. New Construction Shakedown Training

a. The purpose of shakedown training is to ensure a ship is safe to operate. Shakedown training occurs between initial sail-away from the building yard until completion of the Obligation Work Limiting Date (OWLD). It forms the first step in the basic unit level training process leading to operational employment for new construction ships.

b. Shakedown training will comprise unit level training in the following areas:

(1) Damage Control (MOB-D)

(2) Navigation (MOB-N)

(3) Seamanship (MOB-S)

(4) Engineering (MOB-E)

(5) Communications (CCC)

(6) Medical (FSO-M)

(7) Aviation (AIR)

(8) Anti-Terrorism (AT)

(9) Explosive Safety (EXPSAF)

c. Shakedown training is the responsibility of the ISIC or TYCOM as appropriate with support from ATG and other training commands. The specific shakedown training syllabus will be determined during crew certification. For a new construction ship the ATG on the coast where the ship will be homeported will provide training as requested by the Commanding Officer.

d. Crew certification is required for all new construction ships. The difference between crew certification for new construction ships and ships in commission is one of depth, detail and time. New construction crew certification will be conducted as a two-phase event. The first event will be conducted one to two months before LOA to ensure the ship has properly identified the manning and training necessary to take the ship to sea. The second event will mirror the crew certification event conducted by ships already in commission.

5. Rotational Crews (with the exception of LCS)

a. Rotational Crew Certification. The ADCON ISIC serves as the Class Advocate while the TYCOM serves as the mission area certification authority for CONUS rotational crews during their FRTP process. CONUS rotational crews use the FRTP process and exit criteria in accordance with metrics, timelines, and protocols established by the TYCOM, ATG, and ADCON ISIC. The general rule is that certifications move with the rotational crew. In those cases where there are significant material elements in the certification (i.e., supply inventories and fiscal accountability), those elements must be verified by the ADCON ISIC and the incoming/outgoing Commanding Officers as being satisfactory incident to crew turnover.

b. Rotational Crew Concept. CONUS and Bahrain-based ships/crews use a rotational crew concept that fundamentally complicates the scheduling of required maintenance intensive events (i.e., TSRAs and Material Inspections) and necessitate some local tailoring to the nominal FRTP scheduling process to accommodate the right mixture of training-to-certification fidelity, duration, and frequency for each rotational crew. In these instances, the ADCON ISIC will take the lead in coordinating with USFF FJO/C3F/C7F, TYCOM, and ATG as necessary to accommodate various live, synthetic, and simulator training scheduling priorities; and if necessary, facilitate hull cross-decking, in order to ensure training-to-certification venues remain robust and current, while simultaneously supporting necessary deployment rotation sequence.

c. Rotational Crew FRTP. The notional FRTP for rotational crews varies based upon the ship class. A description of the notional FRTP for Mine Countermeasure (MCM) and Patrol Coastal (PC) ships is provided below.

(1) MCM Rotational Crew FRTP. The notional FRTP is modified for MCM rotational crews in order to match their fixed 30 month rotation cycle (12 months CONUS, 6 months deployed, 6 months CONUS, 6 months deployed), and is based on the crew employment, not the hull. The MCM rotational crew FRTP has only three CONUS training-to-certification phases: Basic, Integrated/ Advanced, and Sustainment. Basic Phase Tier 2 consists of MIW, SUW, and INT and culminates into IURFT certification. Basic Phase Tier 2 may be combined with, or proceed into, an Integrated/Advanced Phase MCM Exercise (MCMEX) which culminates in Deployment Certification. MCM rotational crews will conduct two deployments within a single FRTP, and will therefore execute a tailored refresh period during the Sustainment Phase between the two deployments. The extent of the refresh period will be determined by the results of a READ-E 3. Figure 4-13 outlines the MCM FRTP.

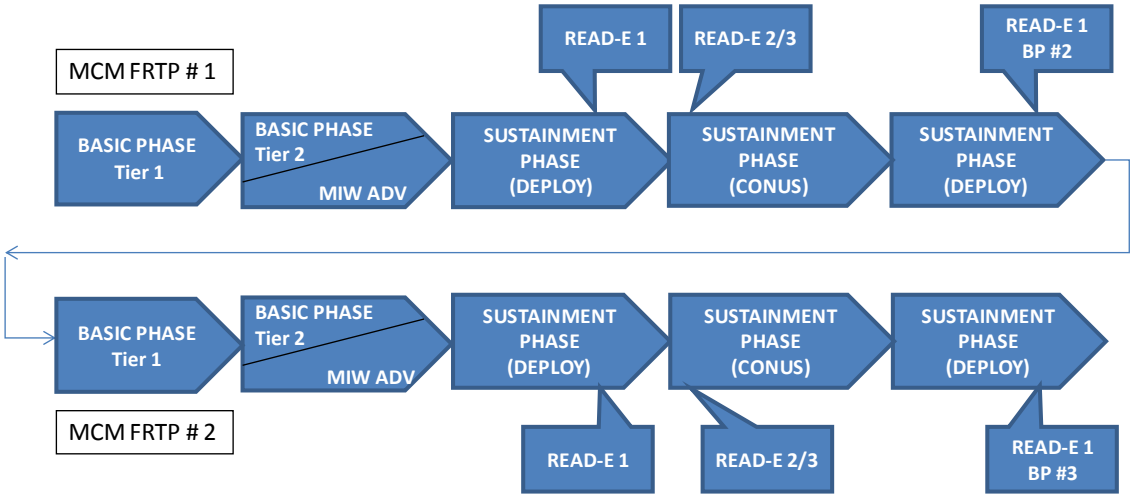


Figure 4-13. MCM FRTP Notional Schedule

(2) PC Rotational Crew FRTP. The notional FRTP is modified for PC rotational crews in order to match their rotation cycle (8-9 months CONUS, 6 months deployed), and is based on the crew employment, not the hull. The PC rotational crew FRTP requires the three CONUS training-to-certification phases; Basic, Integrated, and Sustainment; be completed within the 8-9 month inter-deployment CONUS period. Basic Phase Tier 2 may be combined with, or proceed into, an Integrated Training Phase, and subsequently culminates in Deployment Certification. The PC Crew warfare area certifications follow a 24 month periodicity with a potential 3 month extension waiver as required.

Appendix A

READINESS EVALUATIONS, ASSESSMENTS, CERTIFICATIONS, AND INSPECTIONS

SECTION 1

GENERAL

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 4790.1 (Series)
(b) COMNAVSURFORINST 3700.1 (Series)
(c) OPNAVINST 3120.28 (Series)
(d) OPNAVINST 3120.35 (Series)
(e) NAVAIRINST 3120.1 (Series)
(f) COMPACFLTINST 9830.1 (Series)
(g) OPNAVINST 8000.16 (Series)
(h) NAVAIR 19-25D-20
(i) COMNAVSURFORINST 3500.4 (Series)
(j) COMNAVAIRFORINST 3500.51 (Series)
(k) CMFC ORDER 3500.2 (Series)
(l) MARFORPACO 3501.3 (Series)
(m) NAVAIRINST 13800.17 (Series)
(n) COMNAVSURFORINST 8023.1 (Series)
(o) COMNAVAIRFORINST 4790.2 (Series)
(p) COMNAVSURFPAC/COMNAVSURFLANTINST 3361.1 (Series)
(q) OPNAVINST 9410.5 (Series)
(r) COMNAVSURFPAC/COMNAVSURFLANTINST 3500.11 (Series)
(s) HQMC POE 4000 (Series)
(t) USFF OPORD 3300
(u) COMNAVSURFORINST 8820.1 (Series)
(v) COMNAVSURFORINST 8820.2 (Series)
(w) Aegis BMD Readiness Assessment Plan, NSWC PHD Jul 05
(x) EKMS 3C
(y) SECNAVMAN 5510.3 (Series)
(z) USSAN 1-07 April 5, 2007
(aa) SWE/NAE CBRD Support Policy August 22, 2007
(ab) COMFLTFORCOMINST 4790.3 (Series)
(ac) OPNAVINST 9220.3 (Series)
(ad) NAVSEATECHMAN 221
(ae) OPNAVINST 5090.1 (Series)
(af) NAVSEAINST 9593.2 (Series)
(ag) NOSSAINST 8023.12 (Series)
(ah) COMNAVSURFOR 8023.6 (Series)
(ai) OPNAVINST 5100.19 (Series)
(aj) COMNAVSURFPAC/COMNAVSURFLANTINST 6000.2 (Series)
(ak) COMFLTFORCOMINST 6600.1 (Series)
(al) BUMEDINST 6470.22 (Series)
(am) COMNAVSURFPAC/COMNAVSURFLANTINST 6320.2 (Series)
(an) COMNAVSURFORINST 6320.1B (Series)
(ao) NAVMED P-5055
(ap) OPNAVINST 6530.4 (Series)
(aq) NAVMED P-5010
(ar) NAVMED P-5052
(as) OPNAVINST 6210.2 (Series)
(at) BUMEDINST 6250.14 (Series)
(au) AFIP PAM 40-24

(av) NAVMED P-5132
(aw) COMNAVSURFPAC/COMNAVSURFLANT/COMNAVAIRLANT/COMNAVAIRPACINST 3530.4 (Series)
(ax) NAVSEAINST 9420.4 (Series)
(ay) COMNAVSURFORINST 3130.2 (Series)
(az) COMNAVSURFORINST 5040.1 (Series)
(ba) OPNAVINST 1710.9 (Series)
(bb) BUPERSINST 1710.16 (Series)
(bc) NAVSUP P-485
(bd) COMTHIRDFLT message DTG 210200ZMAY10
(be) SECNAVINST 7510.7 (Series)
(bf) COMNAVSURFORINST 8820.1 (Series)
(bg) COMNAVSURFORINST 8820.3 (Series)
(bh) COMNAVSURFPAC/COMNAVSURFLANTINST 9093.2 (Series)
(bi) COMNAVSURFPAC/COMNAVSURFLANTINST 4700.1 (Series)
(bj) LCAC SEAOPS (S9LCA-AA-SSM-040)
(bk) OPNAVINST 2400.20 (Series)
(bl) NAVSEA S9040-AA-GTP-010/SSC
(bm) COMUSFLTFORCOM/COMPACFLTINST 3500.3 (Series)
(bn) Applicable OPORD
(bo) DoD Directive 8530.1 (Series)
(bp) DoD Directive 8530.1-M (Series)
(bq) NAVSEAINST 8370.2 (Series)
(br) WFIP Number 75 Part 2H
(bs) OPNAVINST 3130.6 (Series)
(bt) COMNAVSURFPACINST 4730.2 (Series)
(bu) COMNAVSURFLANTINST 4730.2 (Series)
(bv) COMUSFLTFORCOM/COMPACFLT message DTG 282138ZJAN11
(bw) COMTHIRDFLT message DTG 010020ZAUG09

A-101. General. SFRM policy execution depends on the integration of manning, maintenance, training and sustainment throughout all Fleet Response Training Plan (FRTP) phases. Integrated readiness depends on a coherent plan of mutually supportive events that provides ships sufficient time to properly maintain, operate, and employ ship systems safely and confidently. The goal of the process is that Sailors deploy with their ship at the peak of readiness, that they are properly prepared to overcome the challenges presented on deployment, and that they have been given the training to sustain a high level of readiness throughout deployment. This appendix delivers the details of the integrated readiness plan by capturing in a single document all of those events required to ensure the ships of the Surface Force are combat ready.

A-102. Appendix Organization. Each event listed herein supports both a phase of the FRTP and a specific mission area.

1. Section 2, Mission Area Certification Dependencies, tabulates the events that must be current in order for the ship to be certified in each mission area. This provides Commanders, Commanding Officers, and their command leadership teams a tool that clearly illustrates the sequence and composition events necessary to succeed in the Basic Phase and throughout the FRTP. Specific timing of an event within the designated period may vary based on a number of factors but an understanding of the preparations required by phase, the relative impact on departments and divisions and the ship as a whole, and the internal and external planning requirements should ensure optimal execution of each event.

2. Section 3, Mandatory SFRM Events by Mission Area, provides a convenient view to departmental or division leadership, as well as some external activities, to identify the events that must be conducted throughout the FRTP. A program of rigorous self-assessment and continuous identification of manning, training, and materiel requirements by every ship across the FRTP is essential to maintain self-sustaining readiness. However, each mission area has specific materiel and training events designed to bring the best expertise available to the ship to educate, train, assess, and certify the ship in that mission area.

3. Section 4, As Required SFRM Events, provides a list of additional events that may be requested by Commanding Officers or required for specific ships by TYCOM or ADCON ISIC.

SECTION 2

MISSION AREA CERTIFICATION DEPENDENCIES

Mission Area	Event	Periodicity	FRP Phase	Readiness Eval	Scheduling Considerations	Reference	Assessor
Aviation (AIR)	Aviation Facilities Certification (AVCERT)	Once per FRTP	Maintenance	READ-E 4	Prior to ARQ	b, c, d, e, f	NAVAIR
	Air Traffic Controller Certification (LHA / LHD only)	Once per FRTP	Maintenance/ Basic			b	CNSP/CNSL/ TACRON
	Oxygen Nitrogen Inspection (O2 N2) (LHA/LHD only)	Once per FRTP	Basic			g, h	NAVAIR
	Precision Landing System Certification (LHA/LHD only)	Once per FRTP	Maintenance		Prior to AVCERT	m	NAVAIR
Communications (CCC)	EKMS A&A	Once per FRTP	Basic			x	EKMS A&A Team
	EKMS Inspection	Once per FRTP (not to exceed 27 months)	Situational			x	ISIC
	Network Readiness Assessment (Phase II) Blue Team	Once per FRTP	Maintenance				NIOC
Damage Control (MOB-D)	CBR Installed Equipment Readiness Assist Visit (CBR RAV)	> 90 - 120 days prior to deployment > Prior to INSURV	Situational			aa	NAVSEA
	Damage Control Material Assessment (DCMA)	Once per FRTP	Maintenance	READ-E 4	Prior to LOA	r	ATG
Engineering (MOB-E)	LOA	When exiting a CNO Availability or maintenance period (120 days or greater in length) or when the TYCOM deems it necessary	Maintenance	READ-E 4		ab	ATG/ EAP/EAA
	Diesel Engine Inspections (except LSD-41, LPD-17 classes)	> Every 18-24 months > Post-overhaul	Periodic			ab, ac	RMC
	Diesel Formal Periodic Assessment (LSD-41, LPD-17 classes)	Every 18 months (not to exceed 24 months)	Periodic			ab,ac	RMC
	Steam Generating Plant Inspection/Boiler Inspection	18-24 months	Periodic			ab, ac, ad	RMC
Explosive Safety (EXPSAF)	Conventional Ordnance Safety Review (COSR)	Every 24 months (waiverable up to 27 months)	Periodic			r, ag, ah	ESSOPAC/LANT
	Small Arms Readiness Review (SARR)	None specified; part of Class Maintenance Plan	Basic	READ-E 5		bq, br, MIP 7611/001 MRC AP-1	NAVSEA
Navigation (MOB-N)	Certification of Navigation Systems (NAVCERT Verification Test)	> In support of Tomahawk At-sea Alignment Tests (TSAT) > May be conducted following baseline change > May be conducted following refurbishment during a restricted availability	Situational			ax	SSC
	Certification of Navigation Systems (NAVCERT End-to-End Test)	> Every other Maintenance Phase (not to exceed every 5 years) > Following maintenance periods greater than 6 months > Following Navigation System install	Maintenance		Prior to Squadron/Group Staff Navigation Assessment ("Nav Check Ride")	ax	SSC
	Squadron/Group Staff Navigation Assessment ("Nav Check Ride")	Once per FRTP	Maintenance	READ-E 4		aw	ISIC

Mission Area	Event	Periodicity	FRP Phase	Readiness Eval	Scheduling Considerations	Reference	Assessor
Seamanship (MOB-S)	UNREP Ship's Qualification Trials (SQT) (LHA/LHD only)	Once per FRTP (conducted within 4 weeks of DPMA/PMA)	Shakedown	READ-E 5		r	
Air Warfare (AW)	Aegis Light Off Assessment (ALO)	Once per FRTP	Maintenance			ab	ISEA
	Tactical Data Link Operational Verification	Every 36 months	Periodic	READ-E 6		q	SSC
Ballistic Missile Defense (BMD)	Aegis Light Off Assessment (ALO)	Once per FRTP	Maintenance			ab	ISEA
	BMD Material Certification (BMD MATCERT)	Once per FRTP	Maintenance	READ-E 5		u	NSWC
Mine Warfare (MIW)	MCM Structural Wood Survey	Once per FRTP	Maintenance			PSNS Directive	NAVSEA
Strike Warfare (STW)	BMD Material Certification (BMD MATCERT)	Once per FRTP	Maintenance	READ-E 5		u	NSWC
	Certification of Navigation Systems (NAVCERT Verification Test)	> In support of Tomahawk At-sea Alignment Tests (TSAT) > May be conducted following baseline change > May be conducted following refurbishment during a restricted availability	Situational			ax	SSC
	Certification of Navigation Systems (NAVCERT End-to-End Test)	> Every other Maintenance Phase (not to exceed every 5 years) > Following maintenance periods greater than 6 months > Following Navigation System install	Maintenance			ax	SSC
Undersea Warfare (USW)	Surface Ship Radiated Noise Measurement (SSRNM)	Once per FRTP	Basic				NUWC

SECTION 3

SFRM REQUIRED EVENTS

Mission Area	Event	Periodicity	FRP Phase	Readiness Eval	Scheduling Considerations	Reference	Assessor
Air Warfare (AW)	Aegis Light Off Assessment (ALO)	Once per FRTP	Maintenance			ab	ISEA
	AW 2.4	Once per FRTP	Basic		Conducted during FST-U	r	ATG
	Tactical Data Link Operational Verification (TOV)	> 24 months > Following an upgrade	Periodic			q	SSC
	Monthly Inport Training Exercise (MITE) (GCCS)	Monthly	Periodic			r	ATG
Amphibious Warfare (AMW)	Landing Craft Air Cushioned Well Deck Certification (LCAC CERT)	Once per FRTP	Basic			bj	Naval Beach Group
	AMW Crane Audit	Once per FRTP	Basic			r	Naval Beach Group
	AMW 2.4 (AMW Certification)	Once per FRTP	Basic			r	
	MOGAS Certification	D-365 (within 12 months of last MOGAS certification)	Situational			s	N46/Naval Ship's Support Activity (NSSA)
Anti-Terrorism (AT)	AT 1.4	Once per FRTP	Basic			r	ATG
	Force Protection Exercise (FPEX)	Once per FRTP	Integrated/ Advanced			t	USFF FJO/C3F/C7F
Aviation (AIR)	Aviation Facilities Certification (AVCERT)	Once per FRTP	Maintenance	READ-E 4	Prior to ARQ	b, c, d, e, f	NAVAIR
	Precision Landing System Certification (LHA/LHD only)	Once per FRTP	Maintenance		Prior to AVCERT	m	NAVAIR
	Air Traffic Controller Certification (LHA / LHD only)	Once per FRTP	Maintenance/ Basic			b	CNSP/CNSL/TACRON
	AIR 1.4 (Air Certification (ARQ))	Once per FRTP	Basic		AIR 1.4A: inport crash/smash AIR 1.4B: Helo Day	b	ATG
	Oxygen Nitrogen Inspection (O2 N2) (LHA/LHD only)	Once per FRTP	Basic			g, h	NAVAIR/PMA 259
	Aviation Ordnance Safety Assessment (LHD/LHA/LPD only)	Once per FRTP (FDNF ships - every 18-24 months)	Integrated/ Advanced		During COMPTUEX	n	CNSP/CNSL/ NAVAIR
	Aviation Maintenance Inspection (LHA/LHD only)	Every 18 months	Periodic		NLT D-60	o	CNAF
	Aviation Maintenance Program Assistance	Every 18 months	Periodic		NLT D-180	o	CNAF
	Aviation Logistics Readiness Plan (LHA/LHD/LPD only)	Continuous Process from D-300 to D+200	Situational			i, j, k, l	CNSP/CNSL

Mission Area	Event	Periodicity	FRP Phase	Readiness Eval	Scheduling Considerations	Reference	Assessor
Ballistic Missile Defense (BMD)	BMD Material Certification (BMD MATCERT)	Once per FRTP	Maintenance	READ-E 5		v	NSWC
	Aegis Light Off Assessment (ALO)	Once per FRTP	Maintenance			ab	ISEA
	BMD 2.4 (BMD Certification)	Once per FRTP	Basic			v	ATG
	Ballistic Missile Defense Exercise (BMDEX)	Every 6 months following BMD Mission Area Certification (excluding deployment)	Periodic			bd	TACTRAGRU
	BMD Readiness Assessment (BMDRA)		Sustainment	TSRA 5		w	RMC / NSWC
Communications (CCC)	Cyber Security Inspection and Certification Program (CSICP) Phase 1	Once per FRTP	Maintenance			bv	ISIC
	CCC 1.4	Once per FRTP	Basic			r	ATG
	EKMS A&A	Once per FRTP	Basic			x	EKMS A&A Team
	Cyber Security Inspection and Certification Program (CSICP) Phase 2	Once per FRTP	Basic			bv	NCF
	Cyber Security Inspection and Certification Program (CSICP) Phase 3	Once per FRTP	Integrated/ Advanced			bv	NCF
	Network Readiness Assessment Red Team	Once per FRTP	Integrated/ Advanced		During COMPTUEX	bo, bp, bv	NIOC
	Monthly Inport Training Exercise (MITE) (Link, Comms, VISEX)	Monthly	Periodic			r	ATG
	NATO Secret Control Inspection	Yearly	Periodic			z	ISIC
	EKMS Inspection	Once per FRTP (not to exceed 27 months)	Situational			x	ISIC
	Information Security Assessment	Yearly	Situational		D-365	y, bo, bp	ISIC
Cryptology (CRY)	CRY 2.4	Once per FRTP	Basic		During FST-U	r	ATG
	Cryptologic Knowledge Reporting Challenge (CKRC) Exercise (C3F ships only)		Periodic			bw	C3F
	Cryptologic Stimulator Exercises (CSE) (applicable CNSL ships only)	Monthly	Periodic			r	ATG
Damage Control (MOB-D)	Damage Control Material Assessment (DCMA)	Once per FRTP	Maintenance	READ-E 4	Prior to LOA	r	ATG
	LOA	When exiting a CNO Availability or maintenance period (120 days or greater in length) or when the TYCOM deems it necessary	Maintenance	READ-E 4		ab	ATG/ EAP/EAA
	MOB-D 1.4	Once per FRTP	Basic				ATG
	CBR Individual Protective Equipment, Readiness Improvement Program (CBR IPE RIP)	90 - 120 days prior to deployment	Situational	READ-E 4		aa	NAVSEA
	CBR Installed Equipment Readiness Assist Visit (CBR RAV)	> 90 - 120 days prior to deployment > Prior to INSURV	Situational	READ-E 4		aa	NAVSEA
	CBR-D Training	Once per FRTP	Sustainment		Prior to deployment	r	ATG

Mission Area	Event	Periodicity	FRP Phase	Readiness Eval	Scheduling Considerations	Reference	Assessor
Electronic Warfare (EW)	EW 2.4	Once per FRTP	Basic		During FST-U	r	ATG
	Electronic Warfare Training and Readiness Review (TRE)	Once per FRTP	Integrated/ Advanced				
	Monthly Inport Training Exercise (MITE) (EW)	Monthly	Periodic			r	ATG
	Joint Tactical Terminal Monthly Inport Training Exercise (JTT MITE) (applicable CNSP ships only)	Monthly	Periodic			r	ATG
	Electro-Magnetic Interference Certification (EMI)	EMC Cert is scheduled at or about the ship's Target Configuration Date (TCD) (after major availability; approximately every 2.5 years)	Situational			bj, bk	NSWCDD
	Inter-Modulation Assessment (IMI)	EMC Cert is scheduled at or about the ship's Target Configuration Date (TCD) (after major availability; approximately every 2.5 years)	Situational			bj, bk	RMC
Engineering (MOB-E)	Oil Pollution Abatement and Oil Water Separator Certification	> Maintenance Phase preceding INSURV MI (not to exceed every 5 years) > Following Ship Change Document (SCD) completion	Maintenance			ab, ae, af	RMC
	Pre-Deployment/Pre-Availability Gas Turbine Inspections	Two CMAVs prior to deployment (not to exceed every 24 months)	Maintenance	READ-E 4		ac, NAVSEA Tech Bulletins	RMC
	MOB-E 1.4 (Engineering Certification)	Once per FRTP	Basic			r	ATG/ EAP/EAA
	Gas Turbine Inspection (Gas Turbine ships only)	Prior to planned depot-level maintenance availabilities, > Prior to deployment (operational commitments of 90 days or greater)	Situational			ab	RMC
	Diesel Engine Inspections (except LSD-41, LPD-17 classes)	Every 18-24 months, post-overhaul	Periodic			ab, ac	RMC
	Diesel Engine Inspections (except LSD-41, LPD-17 classes)	Every 18-24 months, post-overhaul	Periodic			ab, ac	RMC
	Diesel Formal Periodic Assessment (LSD-41, LPD-17 classes)	Every 18 months (not to exceed 24 months)	Periodic			ab, ac	RMC
	Diesel Formal Periodic Assessment (LSD-41, LPD-17 classes)	Every 18 months (not to exceed 24 months)	Periodic			ab, ac	RMC
	Steam Generating Plant Inspection/Boiler Inspection	18-24 months	Periodic			ab, ac, ad	RMC
Explosive Safety (EXPSAF)	EXPSAF 1.4 (Explosive Safety (EXPSAF) Assessment)	Once per FRTP	Basic			ah	ATG
	Small Arms Readiness Review (SARR)	None specified; part of Class Maintenance Plan	Basic	READ-E 5		bq, br, MIP 7611/001	NAVSEA
	Conventional Ordnance Safety Review (COSR)	Every 24 months (waiverable up to 27 months)	Periodic			r, ag, ah	ESSOPAC/LANT
Intelligence (INT)	INT 2.4	Once per FRTP	Basic		During FST-U	r	ATG
	Monthly Inport Training Exercise (MITE) (INT)	Monthly	Periodic			r	ATG
Maintenance and Material Management (3M)	3M 1.4 (3M Certification (3MC))	Once per FRTP	Basic			a	ATG
	3M Mid-Cycle Assessment (MCA)	13-17 months after successful 3MC	Situational			a	ATG

Mission Area	Event	Periodicity	FRP Phase	Readiness Eval	Scheduling Considerations	Reference	Assessor
Medical (FSO-M)	FSO-M 1.4	Once per FRTP	Basic				ATG
	Dental Readiness Inspection	Twice per FRTP	Sust/Basic			ak	TYCOM
	Medical Readiness Inspection	Twice per FRTP	Sust/Basic			aj	ISIC/RMR
	BMET Equipment Checks	Every 6 months	Periodic			av	ISIC/RMR/MTF
	Laboratory Assessment; Clinical Laboratory Improvement Program (CLIP) (Amphibs only)	Annually	Periodic			au	Lab Officer (MTF)
	Performance Assessment and Improvement (PA&I) Monthly IDC Review	Monthly	Periodic			an	Physician Supervisor/ISIC/ RMR
	Performance Assessment and Improvement (PA&I) Quarterly Medical Officer Review	Quarterly	Periodic			am	Physician Supervisor
	Radiation Health Audit (External)	Annually	Periodic			ao	Radiation Health Officer (MTF)
	Radiation Health Performance Survey	Every two years	Periodic			al	Radiation Health Officer (MTF)
	SSCE/SSC (Formerly DRAT)	Every 6 months (Days before deployment)	Periodic			aq, ar, as, at	EPMU/PMT
	Blood Bank Certification	Prior to deployment and annually	Situational			ap	Lab Officer (MTF)
Mine Warfare (MIW)	MCM Structural Wood Survey	Once per FRTP	Maintenance			PSNS Directive	NAVSEA
	MIW 2.4	Once per FRTP	Basic			r	ATG
	MCM SQQ-32 Conditional Assessment and Repair Evaluation (CARE)	Every 6 months	Periodic			MCMRON 2/ ISEA initiative	NSWC
Navigation (MOB-N)	Certification of Navigation Systems (NAVCERT End-to-End Test)	> Every other Maintenance Phase (not to exceed 5 years) > Following maintenance periods greater than 6 months > Following Navigation System install	Maintenance		Prior to Squadron/Group Staff Navigation Assessment ("Nav Check Ride")	ax	SSC
	Crew Certification	Maintenance Phase	Maintenance	READ-E 4		r, ab, aw	ISIC
	Squadron/Group Staff Navigation Assessment ("Nav Check Ride")	Once per FRTP	Maintenance	READ-E 4		aw	ISIC
	MOB-N 1.4	Once per FRTP	Basic			r	ATG
Seamanship (MOB-S)	UNREP Ship's Qualification Trials (SQT) (LHA/LHD only)	Once per FRTP (conducted within 4 weeks of DPMA/PMA)	Shakedown	READ-E 5		r	ATG
	MOB-S 1.4	Once per FRTP	Basic			r	ATG
Strike Warfare (STW)	Aegis Light Off Assessment (ALO)	Once per FRTP	Maintenance			ab	ISEA
	Cruise Missile Material Certification (MATCERT)	Once per FRTP	Maintenance	READ-E 5		u	NSWC
	Certification of Navigation Systems (NAVCERT End-to-End Test)	> Every other Maintenance Phase (not to exceed 5 years) > Following maintenance periods greater than 6 months > Following Navigation System install	Maintenance			ax	SSC
	Naval Surface Fire Support (NSFS)	Once per FRTP	Basic			r	EWTG PAC/LANT
	STW 2.4 (Cruise Missile Tactical Qualification (CMTQ))	Once per FRTP	Basic			u, be	ATG
	SLAMEX	Quarterly in Sustainment Phase	Sustainment			be	TACTRAGRU

Mission Area	Event	Periodicity	FRP Phase	Readiness Eval	Scheduling Considerations	Reference	Assessor
Supply (SUP)	SUP 1.4 (Supply Certification (SMC))	Once per FRTP (not to exceed 27 months)	Basic			r, ay	ATG
	Field Exam Group Audit	Every 12 - 18 months	Periodic			bb, bc, bd	Military Pay and Personnel Field Examination Group
	Afloat Recreation Fund Inspection	18 months for CONUS ships 12 months for OCONUS ships	Periodic			az, ba	CNIC
Surface Warfare (SW)	SW 2.4	Once per FRTP	Basic		During FST-U	r	ATG
	Monthly Inport Training Exercise (MITE) (GCCS)	Monthly	Periodic			r	ATG
Undersea Warfare (USW)	Surface Ship Radiated Noise Measurement (SSRNM)	Once per FRTP	Basic				NUWC
	USW 2.4 (USW Certification)	Once per FRTP	Basic			p, bf	ATG
	ASW Performance and Readiness Review (PARR)	Once per FRTP	Integrated/ Advanced			CTF-20/C3F Message	NMAWC
	Monthly Inport Training Exercise (MITE) (ASW)	Monthly	Periodic			r	ATG
Visit, Board, Search and Seizure (VBSS)	VBSS 2.4	Once per FRTP	Basic			r	ATG
Various	CSOSS Validation	Maintenance Phase	Maintenance			bi	NAVSEA
	SISCAL	Maintenance Phase	Maintenance			ab	NSWC
	Total Ship Readiness Assessment 3 (TSRA 3)	Once per FRTP	Maintenance			bh	RMC / NSWC
	Total Ship Readiness Assessment 4 (TSRA 4)	Once per FRTP	Shakedown			bh	RMC / NSWC
	FST-U	Once per FRTP	Basic			BM	ATG
	Pre-Integrated Readiness Assessment (CNSL ships only)	Once per FRTP	Basic				USFF FJO
	Industrial Hygiene Survey	Once per FRTP	Basic	READ-E 6		ai	EPMU
	Group Sail	Once per FRTP	Integrated/ Advanced			bn	CSFTP/L
	Integrated ASW Course (IAC)	Once per FRTP	Integrated/ Advanced			bn	CSFTP/L
	Board of Inspection and Survey (INSURV) Material Inspection	60 months (conducted every other FRTP cycle)	Integrated/ Advanced			ab	Board of Inspection and Survey
	COMPTUEX	Once per FRTP	Integrated/ Advanced			bn	CSFTP/L
	Deploying Group System Integration Test (DGSIT)	Once per FTRP for deploying CSG/ARG	Integrated/ Advanced				COMNAVCYBERFOR
	Independent Deployer Academic Training (IDAT)	Once per FRTP	Integrated/ Advanced				
	PHIBRON / MEU Integration Exercise (PMINT)	Once per FRTP	Integrated/ Advanced				
	FST-GC	Once per FRTP	Integrated/ Advanced			bm	TACTRAGRU CSFTP/CSFTL

Mission Area	Event	Periodicity	FRP Phase	Readiness Eval	Scheduling Considerations	Reference	Assessor
Various	FST-J	Once per FRTP	Integrated/ Advanced			bm	TACTRAGRU CSFTP/CSFTL
	FST-WC	Once per FRTP	Integrated/ Advanced			bm	TACTRAGRU CSFTP/CSFTL
	Independent Deployer Certification Exercise (ID CERTEX)	Once per FRTP	Integrated/ Advanced			bn	TACTRAGRU CSFTP/CSFTL
	JTFEX (CSG)	Once per FRTP	Integrated/ Advanced			bn	TACTRAGRU CSFTP/CSFTL
	Certification Exercise(CERTEX) (ARG/MEU)	Once per FRTP	Integrated/ Advanced			bn	TACTRAGRU CSFTP/CSFTL
	Koa Kai (MPSC ships only)	Once per FRTP	Integrated/ Advanced			bn	TACTRAGRUPAC CSFTP
	TYCOM Material Inspection	Every other FRTP (opposite cycle from INSURV MI)	Integrated/ Advanced			bt, bu	TYCOM
	CRAV	Once per FRTP	Sustainment			a	ISIC
	Total Ship Readiness Assessment 1 (TSRA 1)	Once per FRTP	Sustainment			bh	RMC / NSWC
	Total Ship Readiness Assessment 2 (TSRA 2)	Once per FRTP	Sustainment			bh	RMC / NSWC
	Total Ship Readiness Assessment 5 (TSRA 5)	Once per FRTP	Sustainment			bh	RMC / NSWC
	Safety Survey	Every 2 years	Periodic			ai	Navy Safety Center
	Combat Systems Alignment Verification (CSAV)	> Every 4 years > Following dry docking or other ship structure altering event	Situational			bl	NAVSEA

SECTION 4

SFRM EVENTS (AS REQUIRED)

Mission Area	Event	Purpose	Reference	Assessor
Aviation (AIR)	Aviation Assist Visit	Preparation visit for ARQ/Air Cert	b	ATG
	Air LTT	Preparation visit for ARQ/Air Cert	b	ATG
Damage Control (MOB-D)	Damage Control Readiness Improvement Program(CNSL)/ Damage Control Material Readiness Assist Visit (CNSP)	Pre-LOA stand alone event to conduct material checks on installed DC equipment	r	ATG
Engineering (MOB-E)	ERAT (Engineering Readiness Assist Team)	Subject Matter Experts conduct on-site assistance/training on identifying and correcting material/operational discrepancies		ERAT
Explosive Safety (EXPSAF)	Small Arms Assessment		bq	NSWC Crane
Maintenance and Material Management (3M)	3M Snapshot	Short Notice (less than 24 hr) look by 3M experts on TYCOM staff to provide COs with perspective on their ship's 3M program	a	TYCOM
	3M LTT	Supplemental 3M training during existing ATG/ISIC visits. Emphasize the linkage of 3M to training / readiness	r	ATG/ISIC
Medical (FSO-M)	Technical Assist Visit (TAV)	The TAV is considered an informal review of the Medical Department	ak	ISIC/RMR
	Audio Booth Calibration	Maintain and ensure proper calibration of sound level measuring equipment	ai	Industrial Hygiene Officer (MTF)
	JBAIDS Hood Certification	Certify the bio-hood is functioning correctly	MIP 6521/367-15	Contractor
	Anesthesia Machine Calibration	Certify the anesthesia machine is functioning correctly	MIP 6521/420	Contractor
Search and Rescue (SAR)	SAR LTT	Additional SAR Training / Prep for Cert	r	ATG
Undersea Warfare (USW)	ASW MTT	Conduct Basic Training	TBD	TYCOM
Visit, Board, Search and Seizure (VBSS)	VBSS LTT	Initial assessment/ training of shipboard NC-VBSS program to prepare for certification	r	ATG
Various	INSURV Readiness Assist Team (IRAT)	INSURV Preparations		IRAT

Appendix B

KEY REFERENCES

This appendix provides overarching guidance and lists key readiness references, by PESTO pillars, which support SFRM execution. Additional references reside on the ATGPAC and ATGLANT websites.

Personnel Related Guidance. Manning, NECs, and shipboard programs (not covered in other PESTO certifications or inspections)

1. ENLISTED MANNING POLICY AND PROCEDURES (COMFLTFORCOM/COMNAVPERSCOMINST 1300.1 (Series)). Promulgates enlisted manning policy and procedures for U.S. Navy sea and shore activities.

2. FLEET TRAINING MANAGEMENT AND PLANNING SYSTEM (FLTMPS). Part of the NTMPS system, integrates Manpower, Personnel, Training and Education data into a single reporting system. Provides a list of critical NECs.

3. COMMAND READINESS ASSIST VISIT (COMNAVSURFPAC/COMNAVSURFLANTINST 1300.1 (Series)). Specifies procedures and requirements for Immediate Superior in Command (ISIC) to assess LANT and PAC surface ship programs.

4. ANTI-SUBMARINE WARFARE QUALIFICATION PROGRAM (COMNAVSURFPAC/ COMNAVSURFLANTINST 3361.1 (Series)). Specifies manning and NEC requirements for the Anti-Submarine Warfare Qualification (ASWQ) program for DDG, CG, and FFG Class ships equipped with Anti-Submarine Warfare (ASW) systems.

5. BALLISTIC MISSILE DEFENSE QUALIFICATION (BMDQ)(COMNAVSURFORINST 8820.2 (Series)). Specifies procedures and manning and NEC requirements for qualification of Naval Surface Forces ships equipped with Aegis Ballistic Missile Defense (BMD) Systems.

6. CRUISE MISSILE QUALIFICATION/CERTIFICATION PROGRAM (COMNAVSURFORINST 8820.1 (Series)). Specifies procedures and manning and NEC requirements for certification and tactical qualification of Surface Force Ships equipped with Tomahawk and Harpoon cruise missile systems.

7. ANTI-TERRORISM (AT) PROGRAM (COMNAVSURFPAC/COMNAVSURFLANTINST 3300.1 (Series)). Specifies AT policy, procedures, and manning and NEC requirements.

8. NAVY SAFETY AND OCCUPATIONAL HEALTH (SOH) PROGRAM MANUAL FOR FORCES AFLOAT (OPNAVINST 5100.19 (Series)). Specifies SOH requirements for afloat commands.

9. OPERATIONS SECURITY (OPSEC) (OPNAVINST 3432.1 (Series)). Specifies OPSEC policy, procedures, and responsibilities.

10. COMNAVSURFLANT INFORMATION ASSURANCE (IA) PROGRAM (COMNAVSURFLANTINST 5239.1 (Series). Specifies COMNAVSURFLANT IA requirements.

11. MEDICAL READINESS INSPECTION (MRI) PROGRAM (COMNAVSURFORINST 6000.2 (Series)). Specifies afloat MRI program requirements.

12. SHIPBOARD MEDICAL PROCEDURES MANUAL (COMNAVSURFORINST 6000.1 (Series)). Specifies shipboard medical procedures for afloat ships.

13. REDLINES IMPLEMENTING INSTRUCTIONS (COMNAVSURFPAC/COMNAVSURFLANTINST 3504.1 (Series)). Specifies guidance, policy, and a structured process to report minimum standards for getting underway and conducting operational tasking.

14. NAVY TRAFFIC SAFETY PROGRAM (OPNAVINST 5100.12 (Series)). Specifies traffic training requirements for afloat commands.

15. NAVY ENVIRONMENTAL AND NATURAL RESOURCES PROGRAM MANUAL (OPNAVINST 5090.1 (Series)). Specifies environmental training requirements for afloat commands.

Equipment-Related Guidance (Maintenance)

1. TRIALS AND MATERIAL INSPECTIONS OF SHIPS CONDUCTED BY THE BOARD OF INSPECTION AND SURVEY (OPNAVINST 4730.5 (Series)). Specifies policy for trials and material inspections (MI) of U.S. Naval vessels conducted by the Board of Inspection and Survey (INSURV).

2. WATERFRONT ENGINEERING AND TECHNICAL AUTHORITY (NAVSEAINST 5400.95 (Series)). Specifies engineering and technical authority policy for naval Shipyards, Supervisors of Shipbuilding (SUPSHIP), Regional Maintenance Centers (RMC) and other Fleet activities.

3. MAINTENANCE POLICY FOR UNITED STATES NAVY SHIPS (OPNAVINST 4700.7 (Series)). Specifies policy and responsibility for the maintenance of U.S. Navy Ships.

4. JOINT FLEET MAINTENANCE MANUAL (JFMM) (COMFLTFORCOMINST 4790.3 (Series)). Provides a standardized, basic set of minimum requirements to be used by all TYCOMs and subordinate commands. Provides clear, concise technical instructions to ensure maintenance is planned, executed, completed, and documented within all Fleet commands. Sets Regional Maintenance policies across all platforms. Provides process descriptions for use by schools such as Surface Warfare Officer School (SWOS), Senior Officer Ship Maintenance and Repair Course (SOSMRC), Engineering Duty (ED), Technical Training, etc.

5. SURFACE FORCE MAINTENANCE AND MATERIAL MANAGEMENT (3M) ASSESSMENT AND CERTIFICATION PROGRAM. (COMNAVSURFPAC/COMNAVSURFLANTINST 4790.1 (Series)). Specifies 3M program certification requirements.

6. TOTAL SHIPS READINESS ASSESSMENT (TSRA). (COMNAVSURFPAC/ COMNAVSURFLANTINST 4700.1 (Series)). Specifies policy, procedures, expectations, and responsibilities for TSRA planning and execution.

7. TYCOM MATERIAL INSPECTION (TMI) PROCESS. (COMNAVSURFPACINST 4730.2 (Series)). Specifies Commander, Naval Surface Force, U.S. Pacific Fleet Material Inspection processes.

8. COMNAVSURFLANT MATERIAL STANDARDS ASSESSMENT PROGRAM. (COMNAVSURFLANTINST 4730.2 (Series)). Specifies Commander, Naval Surface Force Atlantic Material Inspection preparation processes.

9. AVIATION READINESS QUALIFICATION (ARQ), AVIATION FACILITY CERTIFICATION (AVCERT) AND AVIATION (AIR) CERTIFICATION OF COMNAVSURFOR SHIPS (COMNAVSURFORINST 3700.1 (Series)). Specifies ARQ, AVCERT, and AIR certification policies, procedures, and responsibilities.

10. ANTI-SUBMARINE WARFARE QUALIFICATION (ASWQ) PROGRAM (COMNAVSURFPAC/ COMNAVSURFLANTINST 3361.1 (Series)). Specifies ASWQ material checks requirement for DDG, CG, and FFG Class Ships equipped with ASW systems.

11. BALLISTIC MISSILE DEFENSE QUALIFICATION (BMDQ) (COMNAVSURFORINST 8820.2 (Series)). Specifies BMD material check requirements and procedures for ships equipped with Aegis BMD Systems.

12. IMPLEMENTATION AND UTILIZATION OF THE COMBAT SYSTEM OPERATIONAL SEQUENCING SYSTEM (CSOSS) (COMNAVSURFORINST 4790.9 (Series)). Specifies CSOSS requirements and program responsibilities.

13. ZONE INSPECTIONS (COMNAVSURFORINST 3120.1 (Series)). Specifies Zone Inspection procedures and responsibilities.

14. COMBAT SYSTEMS, COMMAND, CONTROL, COMMUNICATIONS AND COMPUTER READINESS ASSESSMENT (C5RA) (COMNAVSURFPAC/COMNAVSURFLANTINST 9093.2 (Series)). Specifies TYCOM C5RA policies, procedures, and guidance.

15. IMPLEMENTATION OF THE ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEM (ECDIS-N) CERTIFICATION PROCESS (OPNAVINST 9420.2). Specifies ECDIS-N policy and certification requirements.

16. C5ISR MODERNIZATION POLICY (COMUSFLTFORCOM/COMPACFLTINST 4720.3 (Series)). Specifies policy for modernization of all Command, Control, Communications, Computer, Combat Systems, Intelligence, Surveillance and Reconnaissance (C5ISR) systems.

18. REDLINES IMPLEMENTING INSTRUCTIONS (COMNAVSURFPAC/COMNAVSURFLANTNST 3504.1 (Series)). Specifies guidance, policy, and a structured process to report minimum standards for getting underway and conducting operational tasking.

19. NAVY ENVIRONMENTAL AND NATURAL RESOURCES PROGRAM MANUAL (OPNAVINST 5090.1 (Series)). Specifies environmental training requirements for afloat commands.

SUPPLY Related Guidance

1. SUPPLY MANAGEMENT CERTIFICATION (SMC) PROGRAM (COMNAVSURFORINST 5040.1 (Series)).

2. SURFACE FORCE SUPPLY PROCEDURES (COMNAVSURFORINST 4400.1 (Series)). Specifies surface ship supply policy and procedures.

3. SUPPLY GUIDANCE FOR BALLISTIC MISSILE DEFENSE HULL, MECHANICAL AND ELECTRICAL STOREROOM ITEMS, MAINTENANCE ASSISTANCE MODULE AND ONBOARD PACK UP KIT (COMNAVSURFPAC/COMNAVSURFLANTINST 4040.4 (Series)). Specifies policy for shipboard management of BMD storeroom repair parts, Maintenance Assistance Modules (MAM), and Pack Up Kits (PUK).

TRAINING Related Guidance

1. Overarching Training Guidance

a. SURFACE FORCE EXERCISE MANUAL (COMNAVSURFPAC/COMNAVSURFLANTINST 3500.11 (Series)). The Exercise Manual will provide exercise-specific requirements to Surface Ships across all phases of the FRP.

b. FLEET TRAINING MANAGEMENT AND PLANNING SYSTEM (FLTMPS). Integrates Manpower, Personnel, Training and Education data into a single reporting system. Provides a list of critical and essential schools.

c. FLEET TRAINING CONTINUUM INSTRUCTION (COMPACFLT/COMUSFLTFORCOMINST 3501.3 (Series)). Provides the framework for Fleet training to Navy Component Commanders (NCC), USFF FJO/C3F/C7F, Type Commanders (TYCOM), and subordinate Commander Staffs.

e. REDLINES IMPLEMENTING INSTRUCTIONS (COMNAVSURFPAC/COMNAVSURFLANTNST 3504.1 (Series)). Specifies guidance, policy, and a structured process to report minimum standards for getting underway and conducting operational tasking.

f. FLEET SYNTHETIC TRAINING PROGRAM (COMUSFLTFORCOM/COMPACFLTINST 3500.3 (Series)). Provides USFF FJO/C3F/C7F, Force Commanders, Type Commanders (TYCOM), subordinate Commanders, and Systems Commands with policy and specific guidance for Fleet Synthetic Training (FST).

g. NAVY SAFETY AND OCCUPATIONAL HEALTH (SOH) PROGRAM MANUAL FOR FORCES AFLOAT (OPNAVINST 5100.19 (Series)). Specifies SOH training requirements for afloat commands.

2. **3M Guidance**

a. SURFACE FORCE MAINTENANCE AND MATERIAL MANAGEMENT (3M) ASSESSMENT AND CERTIFICATION PROGRAM. (COMNAVSURFPAC/COMNAVSURFLANTINST 4790.1 (Series)). Specifies 3M program certification requirements.

3. **AVIATION (AIR) Guidance**

a. AVIATION READINESS QUALIFICATION (ARQ), AVIATION FACILITY CERTIFICATION (AVCERT) AND AVIATION (AIR) CERTIFICATION OF COMNAVSURFOR SHIPS (COMNAVSURFORINST 3700.1 (Series)). Specifies ARQ, AVCERT, and AIR certification policies, procedures, and responsibilities.

4. **AMPHIBIOUS WARFARE (AMW) Guidance**

a. WET WELL OPERATIONS MANUAL (COMNAVSURFPAC/COMNAVSURFLANTINST 3340.3 (Series)). Specifies Wet Well operations requirements.

b. STANDARD OPERATING PROCEDURES FOR RAIDING CRAFT (COMNAVSURFPAC/ COMNAVSURFLANTINST 3000.15 (Series)). Safe Engineering and Operating Procedures for Landing Craft Air Cushion (OPNAVINST 3120.42B). Standardizes and enhances Landing Craft, Air Cushion (LCAC) training, qualification, and operations, including casualty control procedures.

c. SAFE ENGINEERING AND OPERATING PROCEDURES FOR LANDING CRAFT AIR CUSHION (OPNAVINST 3120.42 (Series)). Standardizes and enhances Landing Craft, Air Cushion (LCAC) training, qualification, and operations, including casualty control procedures.

d. EMPLOYMENT OF AMPHIBIOUS ASSAULT VEHICLES (MCWP 3-13 (Series)). The publication provides information for consideration in the planning and employment of Amphibious Assault Vehicles in combat operations and military operations other than war.

e. AMPHIBIOUS WARFARE EXERCISES (FXP 5). Provides exercises that will support the training of units in each of their naval warfare mission areas and required operational capability/ projected operational environment (ROC/ POE) statements as outlined in OPNAVINST C3501.2.

f. SAFE ENGINEERING AND OPERATIONS (SEAOPS) MANUAL FOR LANDING CRAFT, AIR CUSHION (LCAC) WELL DECK OPERATIONS (S9LCA-AA-SSM-040). Contains information on craft systems, operating procedures, emergency and casualty control procedures, standards, training and administration, cargo handling, performance data, well deck ship operations, alternate missions, and mission planning required for safe and effective LCAC operations and training.

g. SHIP TO SHORE MOVEMENT (NWP 3-02.1). Discusses the doctrine, command relationships, techniques, and procedures for planning and executing the ship-to-shore movement during the assault phase of amphibious operations.

5. **ANTI-SUBMARINE WARFARE (ASW) Guidance**

a. ANTI-SUBMARINE WARFARE QUALIFICATION PROGRAM (COMNAVSURFPAC/ COMNAVSURFLANTINST 3361.1 (Series)). Specifies requirements for the Anti-Submarine Warfare Qualification (ASWQ) program for DDG, CG and FFG Class Ships equipped with Anti-Submarine Warfare (ASW) systems.

b. Applicable War Fighting Improvement Program (WFIP) messages. Available for download at https://www.surfor.navy.mil/wfip.

c. SHIPBOARD AIR CONTROLLER QUALIFICATION AND REQUIREMENTS (COMNAVAIRFOR/COMNAVSURFORINST 1211.2 (Series)). Specifies the minimum training requirements for the designation, continuation of qualifications, and proficiency of U.S. Navy shipboard air controllers.

d. SURFACE SHIP SILENCING (COMNAVSURFPAC/COMNAVSURFLANTINST C9073 (Series)).

6. **ANTI-TERRORISM (AT) Guidance**

a. SMALL ARMS TRAINING AND QUALIFICATION (COMNAVSURFPAC/ COMNAVSURFLANTINST 3591.1 (Series)). Specifies TYCOM policy and requirements for individual small arms and crew served weapons proficiency, qualifications, and sustainment training.

b. ANTI-TERRORISM (AT) PROGRAM (COMNAVSURFPAC/COMNAVSURFLANTINST 3300.1 (Series)). Specifies AT policy, procedures, and manning and NEC requirements.

c. LASER HAZARD SAFETY CONTROL PROGRAM (COMNAVSURFLANTINST 5100.27 (Series)). Outlines the Laser Safety Program and Admin Laser Safety Officer (ALSO) graduate requirements for CNSL commands.

d. CONTROLLED EQUIPMENT MANAGEMENT (COMNAVSURFLANTINST 4400.5 (Series)). Establishes standards for the receipt, inventory control, and disposal of materials identified as Controlled Equipage (CE) for CNSL commands.

7. **AIR WARFARE (AW) Guidance**

a. SHIPBOARD AIR CONTROLLER QUALIFICATION AND REQUIREMENTS (COMNAVAIRFOR/ COMNAVSURFORINST 1211.2 (Series)). Establishes the minimum training requirements for the designation, continuation of qualifications and proficiency of U.S. Navy shipboard air controllers.

b. NAVY INTEROPERABILITY REQUIREMENTS, CERTIFICATION AND TESTING OF NAVY TACTICAL C4ISR SYSTEMS IMPLEMENTING PROCEDURAL INTERFACE STANDARDS (OPNAV INSTRUCTION 9410.5 (Series)). To provide guidance to Echelon I-III commands related to maintaining interoperability, certification of and testing for naval Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems which implement procedural standards.

8. **BALLISTIC MISSILE DEFENSE (BMD) Guidance**

a. BALLISTIC MISSILE DEFENSE QUALIFICATION (BMDQ) (COMNAVSURFORINST 8820.2 (Series)). Specifies procedures for qualification of Naval Surface Forces ships equipped with Aegis Ballistic Missile Defense (BMD) Systems.

b. INTEGRATED AND ADVANCED PHASE BALLISTIC MISSILE DEFENSE TRAINING REQUIREMENTS (BMDEX) (COMTHIRDFLT msg 210200Z MAY 2010). Specifies the requirements, structure and guidance for execution of the BMD exercise program required for all BMD capable surface combatants.

9. **COMMUNICATIONS (CCC) Guidance**

a. FLEET COMMUNICATIONS (NTP 4). Provides details of required information that must be included in naval messages, provides equipment check-off sheets and periodicity guidance.

b. ALLIED COMMUNICATIONS PUBLICATION COMMUNICATION INSTRUCTIONS - (RADIOTELEPHONE PROCEDURES) (ACP 125). Provides a standardized way of passing speech and data traffic as securely as possible consistent with accuracy, speed, and the needs of command and control.

c. C4I INFRASTRUCTURE (NTTP 6-02). Defines the command and control, battle management, sensor data dissemination, and situational awareness data requirements that ensures the ability to provide robust, reliable communication to all nodes, based on their varying information requirements and capabilities.

d. NAVY-WIDE STANDING OPTASK COMMS. Provides a template of required information fields for construction of individual theater OPTASKS.

e. NCF INFORMATION ASSURANCE HANDBOOK. Establishes Information Assurance (IA) techniques and procedures that utilize policies for people,

processes, strategy, and technology for protecting Information Technology (IT) and information.

10. **CRYPTOLOGY (CRY) Guidance**

a. Navy-Wide Standing OPTASK Cryptology. Provides guidance for U.S. Navy units conducting cryptologic operations in support of Naval, Joint, and combined operations.

b. COMUSFLTFORCOM OPORD 2000-11 Appendix 1 to Annex B. Provides background for consideration when planning cryptologic operations.

c. SHIPS SIGNAL EXPLOITATION EQUIPMENT INCREMENT E (SSEE INC E) TACTICAL EMPLOYMENT GUIDE (NTTP 3-51.3.2). Contains information about SSEE Inc E capabilities and limitations, specific mission planning guidelines, and tactics and techniques for accomplishing the mission.

11. **CYBER SECURITY Guidance**

a. Department of the Navy Information Security Program (SECNAVINST M5510.36 (Series))

b. Department of the Navy Information Assurance Policy (SECNAVINST 5239.3 (Series))

c. Information Assurance and Computer Network Defense Volume I - Incident Handling Program (CJCS Manual 6510.01 (Series))

d. Information Assurance (DOD Directive 8500.1 (Series))

e. DOD INFOCON System (USSTRATCOM Strategic Directive 527-1 (Series))

12. **DAMAGE CONTROL (MOB-D) Guidance**

a. SURFACE SHIP SURVIVABILITY TRAINING REQUIREMENTS (OPNAVINST 3541.1 (Series)). Specifies ship survivability training requirements.

b. STANDARD REPAIR PARTY MANUAL FOR NAVAL SURFACE FORCE (COMNAVSURFORINST 3541.1 (Series)). Provides standardized policy and guidance for shipboard damage control parties.

c. ENGINEERING DEPARTMENT ORGANIZATION AND REGULATIONS MANUAL (COMNAVSURFORINST 3540.3 (Series)). Specifies requirements for Engineering Department organization and operation.

13. **ELECTRONIC WARFARE (EW) Guidance**

a. Applicable War Fighting Improvement Program (WFIP) messages. Available for download at https://www.surfor.navy.mil/wfip.

14. **ENGINEERING (MOB-E) Guidance**

a. ENGINEERING DEPARTMENT ORGANIZATION AND REGULATIONS MANUAL (COMNAVSURFORINST 3540.3 (Series)). Specifies requirements for Engineering Department organization and operation.

15. **INTELLIGENCE (INT) Guidance**

a. JOINT AND NATIONAL INTELLIGENCE SUPPORT TO MILITARY OPERATIONS (JP 2-01). Provides doctrine for joint and national intelligence products, services, and support to joint military operations.

b. NAVAL INTELLIGENCE (NDP 2). Articulates naval doctrine and provide the foundation for the development of intelligence tactics, techniques, and procedures.

c. INTELLIGENCE SUPPORT TO OPERATIONS AFLOAT (NWP 2-01). Provides guidance for conducting intelligence operations in afloat ships to include collection, analysis, and dissemination principles.

d. FLEET INTELLIGENCE COLLECTION MANUAL (FICM) ONI-1200-001-04. Governs Intelligence Information Report (IIR) reporting procedures.

e. MARITIME OPERATIONS CENTER (MOC) (NTTP 3-32.1). Describes the Maritime Operations Center (MOC) philosophy and organization at the Operational Level of War.

f. JOINT INTELLIGENCE PREPARATION OF THE OPERATIONAL ENVIRONMENT (JP 2-01.3). Describes the process in which the adversary and other relevant aspects of the operational environment are analyzed to identify possible adversary courses of action and to support joint operation planning, execution, and assessment.

g. NAVY SURFACE WARFARE MANUAL (NWP 3-20). Provides doctrine, philosophy, tactics, techniques, and procedures across the spectrum of Navy Surface Warfare.

16. **MEDICAL (FSO-M) Guidance**

a. MEDICAL READINESS INSPECTION PROGRAM (COMNAVSURFORINST 6000.2 (Series)). Specifies afloat MRI program requirements.

b. SHIPBOARD MEDICAL PROCEDURES MANUAL (COMNAVSURFORINST 6000.1 (Series)). Specifies shipboard medical procedures requirements.

c. HEALTH CARE PERFORMANCE ASSESSMENT AND IMPROVEMENT (PA&I) PROGRAM (COMNAVSURFORINST 6320.1 (Series)). Defines a comprehensive health care performance assessment and quality improvement program applicable to all SURFOR units.

d. HEALTH SERVICES CREDENTIALS REVIEW/PRIVILEGING AND QUALITY ASSURANCE PROGRAMS (COMNAVSURFPAC/COMNAVSURFLANTINST 6320.2 (Series). Promulgates the health services credentials review and privileging and quality assurance policy and procedures for health care professionals assigned to ships and units of CNSP/CNSL.

e. INDIVIDUAL MEDICAL READINESS (IMR) (DoDI 6025.19). Implements policy, assigns responsibilities, and prescribes procedures to improve medical readiness through monitoring and reporting on IMR.

f. TRAINING, CERTIFICATION, SUPERVISION PROGRAM, AND EMPLOYMENT OF INDEPENDENT DUTY CORPSMEN (IDC) IN CNSP AND CNSL (COMNAVSURFPAC/ COMNAVSURFLANTINST 6400.1 (Series)). Defines the surface force policy for

training, certifying, supervising, and employment of IDC's.

g. DENTAL STANDARD OPERATING PROCEDURES FOR OPERATION UNITS (COMUSFLTFORCOMINST 6600.1 (Series)). Provides guidance for the administrative and clinical operations of shipboard dental facilities.

h. DENTAL READINESS INSTRUCTION (COMUSFLTFORCOMINST 6600.42 (Series)). Provides a checklist of Dental Department inspection items and related grading criteria.

17. **METEOROLOGY (METOC) Guidance**

a. U.S. NAVY MANUAL FOR SHIP'S SURFACE WEATHER OBSERVATIONS (COMNAVMETOCCOMINST 3144.1 (Series)). Specifies afloat requirements for observing, recording, and encoding surface marine weather observations.

b. MISSIONS, FUNCTIONS AND TASKS OF THE NAVAL METEOROLOGY AND OCEANOGRAPHY COMMAND (NAVMETOCCOMINST 5450.9 (Series)). Defines the mission and responsibilities of Naval Meteorology and Oceanography Command.

c. METEOROLOGICAL AND OCEANOGRAPHIC (METOC) SERVICES (COMUSFLTFORCOM OPORD 2000-07, Annex H). Provides guidance for all METOC processes and procedures.

d. U.S. NAVY METEOROLOGICAL & OCEANOGRAPHIC SUPPORT MANUAL (NAVMETOCCOMINST 3140.1 (Series)). Directs all USN and USMC METOC activities supporting aviation operations to conduct a surface observation program.

18. **MINE WARFARE (MIW) Guidance**

a. MAGNETIC AND ACOUSTIC SIGNATURE CONTROL FOR MINE WARFARE (OPNAVINST C8950.2 (Series)).

19. **NAVIGATION (NAV) Guidance**

a. SURFACE SHIP NAVIGATION DEPARTMENT ORGANIZATION AND REGULATIONS MANUAL (NAVDORM)(COMNAVSURFPAC/COMNAVAIRPAC/COMNAVAIRLANT/COMNAVSURFLANTINST 3530.4 (Series)). Specifies TYCOM minimum navigation policies, procedures, and organizational standards.

b. NAVIGATION SYSTEMS CERTIFICATION (NAVCERT) (NAVSEAINST 9420.4 (Series)). Describes the navigation suites' material certification process, to include tripwires and requirements for the Combat Systems (End-to-End Test) Navigation Certification and the ECDIS-N Verification Test.

c. NAVIGATION SEAMANSHIP SHIP HANDLING TRAINING (NSST)(COMNAVSURFOR INSTRUCTION 3505.1 (Series)). Specifies NSST facilities, Bridge Resource Management (BRM), Basic Shiphandling Training (BST), and Special Evolutions Training (SET) requirements.

d. U.S. NAVY MANUAL FOR SHIP'S SURFACE WEATHER OBSERVATIONS (COMNAVMETOCCOM INSTRUCTION 3144.1 (Series)). Specifies ship requirements for observing, recording, and encoding surface marine weather observations.

e. COMUSFLTFORCOM OPORD 2000-11 Appendix 3 of the Annex H. Specifies LANT ship weather observation collection and submission requirements while underway.

f. PACFLT OPORD-201 Appendix 2 to Annex H. Specifies PAC ship weather observation collection and submission requirements while underway.

20. **ORDNANCE HANDLING SAFETY/EXPLOSIVE SAFETY Guidance**

a. SURFACE FORCES PERSONNEL AMMUNITION AND EXPLOSIVES HANDLING QUALIFICATION AND CERTIFICATION (QUAL/CERT) PROGRAM STANDARDIZED TRAINING REQUIREMENTS (COMNAVSURFORINST 8023.6 (Series)). Specifies policies and procedures for the management and administration of the Surface Forces Ammunition and Explosives Handling QUAL/CERT Program Standardized Training Plan.

b. Applicable War Fighting Improvement Program (WFIP) messages. Available for download at https://www.surfor.navy.mil/wfip.

21. **SEAMANSHIP (MOB-S) Guidance**

a. NAVIGATION SEAMANSHIP SHIP HANDLING TRAINING (NSST) (COMNAVSURFORINST 3505.1 (Series)). Specifies NSST facilities, Bridge Resource Management (BRM), Basic Shiphandling Training (BST), and Special Evolutions Training (SET) requirements.

b. UNDERWAY REPLENISHMENT (NWP 4-01.4). Standardizes procedures, furnishes rig make-up guidance, and provides continuity in application and use.

c. FLEET UNDERWAY REPLENISHMENT GUIDE (COMNAVSURFPAC/COMNAVSURFLANTINST 3180.2 (Series)). Provides Replenishment At Sea (RAS) rig alignment and location for all classes of surface ship.

22. **SEARCH AND RESCUE (SAR) Guidance**

a. SURFACE FLEET SEARCH AND RESCUE (SAR) PROGRAM (COMNAVSURFORINST 3130.2A). Specifies SAR policies, procedures, training and evaluation criteria.

b. SAR STANDARDIZATION PROGRAM (OPNAVINST 3130.6 (Series)). To implement standardization in naval search and rescue (SAR) policies, procedures, training and evaluation programs.

c. SEARCH AND RESCUE MANUAL (NTTP 3-50.1). Provides guidance to units assigned SAR responsibilities. It is intended to promote and maintain standardization of SAR procedures, equipment, and techniques within the U.S. naval forces.

23. **STRIKE WARFARE (STW) Guidance**

a. CRUISE MISSILE QUALIFICATION/CERTIFICATION PROGRAM (COMNAVSURFORINST 8820.1B). Specifies procedures for certification and tactical qualification for ships equipped with Tomahawk and Harpoon systems.

24. **SURFACE WARFARE (SUW) Guidance**

a. NAVY SURFACE WARFARE MANUAL (NWP 3-20). Provides doctrine, philosophy, tactics, techniques, and procedures across the spectrum of Navy Surface Warfare.

25. **SUPPLY Guidance**

a. SUPPLY MANAGEMENT CERTIFICATION (SMC) PROGRAM (COMNAVSURFORINST 5040.1 (Series)). Specifies SMC policies and procedures.

b. SURFACE FORCE SUPPLY PROCEDURES (COMNAVSURFORINST 4400.1 (Series)). Specifies supply policy and procedures for surface ships.

26. **VISIT, BOARD, SEARCH, AND SEIZURE – NON-COMPLIANT (NC-VBSS) Guidance**

a. SMALL ARMS TRAINING AND QUALIFICATION (COMNAVSURFPAC/ COMNAVSURFLANTINST 3591.1 (Series)). Specifies TYCOM policy and requirements for individual small arms and crew served weapons proficiency, qualifications, and sustainment training.

b. CONTROLLED EQUIPMENT MANAGEMENT (COMNAVSURFLANTINST 4400.5 (Series)). Establishes standards for the receipt, inventory control, and disposal of materials identified as Controlled Equipage (CE) for CNSL commands.

ORDNANCE Related Guidance

1. NAVY PERSONNEL AMMUNITION AND EXPLOSIVES HANDLING QUALIFICATION AND CERTIFICATION PROGRAM (OPNAVINST 8023.24 (Series)). Provides Navy policy and promulgate the responsibilities and procedures for developing, implementing, and maintaining a qualification and certification (QUAL/CERT) program. Also provides requirement for periodic Conventional Ordnance Safety Reviews (COSR).

2. NAVAL SURFACE FORCES CONVENTIONAL ORDNANCE MANAGEMENT MANUAL (COMNAVSURFORINST 8010.1 (Series)). Provides a stand-alone document that contains clear and concise guidance for management of conventional ordnance within the Surface Force. Conventional Ordnance includes ammunition, weapons, explosive safety, and night vision.

3. SURFACE FORCES PERSONNEL AMMUNITION AND EXPLOSIVES HANDLING QUALIFICATION AND CERTIFICATION (QUAL/CERT) PROGRAM STANDARDIZED TRAINING REQUIREMENTS (COMNAVSURFORINST 8023.6 (Series)). Specifies policies and procedures for the management and administration of the Surface Forces Ammunition and Explosives Handling QUAL/CERT Program Standardized Training Plan.

4. AMMUNITION AND EXPLOSIVES SAFETY AFLOAT (NAVSEA OP4). Specifies requirements during handling, stowage, use and transfer of ammunition and explosives.

Appendix C

ACRONYMS

3M	Maintenance and Material Management
ABS	American Bureau of Ships
ADCON	Administrative Control
AEL	Allowance Equipage List
AIR	Aviation
ALSO	Admin Laser Safety Officer
AMPS	Automated Military Postal System
AMW	Amphibious Warfare
APC	Aqueous Potassium Carbonate
ARG	Amphibious Ready Group
ARQ	Aviation Readiness Qualification
ASA	Afloat Self-Assessment
ASFP	At Sea Fire Party
ASW	Anti-Submarine Warfare
ASWQ	Anti-Submarine Warfare Qualification
AT	Anti-Terrorism
ATF	Amphibious Task Force
ATGPAC/LANT	Afloat Training Group Pacific/Atlantic
ATT	Aviation Training Team
ATTT	Anti-Terrorism Training Team
AVCERT	Aviation Certification
AVDET	Aviation Detachment
AWP	Availability Work Package
BA	Billets Authorized
BMD	Ballistic Missile Defense
BMDEX	Ballistic Missile Defense Exercise
BMDQ	Ballistic Missile Defense Qualification
BRM	Bridge Resource Management
BST	Basic Shiphandling Training
C3F	Commander, U.S. Third Fleet
C5I	Combat Systems, Command, Control, Communication, Computers and Information Systems
C5ISR	Combat Systems, Command, Control, Communications, Computers, Information, Surveillance & Reconnaissance
C5RA	Combat Systems, Command, Control, Communications, and Computers Readiness Assessment
C7F	Commander, U.S. Seventh Fleet
CBR-D	Chemical, Biological, Radiological - Defense
CCC	Communications
CERTEX	Certification Exercise
CIC	Combat Information Center
CMAV	Continuing Maintenance Availability
CMP	Continuous Monitoring Program
CNIC	Commander, Navy Installations Command

CNSL	Commander, Naval Surface Force Atlantic
CNSP	Commander, Naval Surface Force Pacific
CO	Commanding Officer
COMPTUEX	Composite Training Unit Exercise
Condition IIAS	Condition II Anti-Submarine
CONOPS	Concept of Operations
CONUS	Continental United States
COS	Chief of Staff
COSAL	Coordinated Shipboard Allowance List
COSR	Conventional Ordnance Safety Review
CRAV	Command Readiness Assist Visit
CREWCERT	Crew Certification
CSFTP/L	Commander, Strike Force Training Pacific/Atlantic
CSG	Carrier Strike Group
CSMP	Current Ship's Maintenance Plan
CSOSS	Combat Systems Operational Sequencing System
CSTT	Combat Systems Training Team
DCTT	Damage Control Training Team
DLQ	Deck Landing Qualification
DOD	Department of Defense
DRRS-N	Defense Readiness Reporting System-Navy
EAP/A	Engineering Assessments Pacific/Atlantic
ECDIS-N	Electronic Chart Display and Information System-Navy
ED	Engineering Duty
ESSOPAC/LANT	Explosives Safety Support Office Pacific/Atlantic
ETT	Engineering Training Team
EWTGP/L	Expeditionary Warfare Training Group Pacific/Atlantic
EXPSAF	Explosive Safety
FCC	Fleet Cyber Command
FCT	Final Contract Trials
FDNF	Forward Deployed Naval Forces
FEG	Field Examination Group
FLTMPS	Fleet Training Management and Planning System
FQA	Final Qualification Authority
FPA	Full Power Alignment
FRP	Fleet Response Plan
FRTP	Fleet Response Training Plan
FSM	Food Service Management
FSO-M	Fleet Support Operations - Medical
FST-GC	Fleet Synthetic Training - Group Commander
FST-F	Fleet Synthetic Training - Fleet
FST-J	Fleet Synthetic Training - Joint
FST-WC	Fleet Synthetic Training - Warfare Commander
FTC	Fleet Training Continuum
GCT	Group Commander Training
GQ	General Quarters
GTRR	Gas Turbine Readiness Review

HICSWIN	Hazardous Information Control System Windows
IA	Information Assurance
IAC	Integrated ASW Course
ICMP	Integrated Class Maintenance Plan
IDS	Intrusion Detection Systems
ILO	Integrated Logistics Overhaul
ILS	Integrated Logistics Support
INFOCON	Information Control
INSURV	Board of Inspection and Survey
INT	Intelligence
IO	Information Operations
ISIC	Immediate Superior in Command
ISP	In-Port Security Plan
IURFT	Independent Unit Ready for Tasking
JFMM	Joint Fleet Maintenance Manual
JQR	Job Qualification Requirement
JTFEX	Joint Task Force Exercise
KTR	Contractor
LCAC	Landing Craft Air Cushioned
LCS	Littoral Combat Ship
LHRS	Launch, Handling, and Recovery System
LOA	Light Off Assessment
MAM	Maintenance Assist Module
MCO-Ready	Major Combat Operations - Ready
MCO-Surge	Major Combat Operations - Surge
METOC	Meteorological
MEU	Marine Expeditionary Unit
MEU	Mission Essential Unit
MHE	Material Handling Equipment
MI	Material Inspection
MIDPAC	Middle Pacific
MIW	Mine Warfare
MM	Mission Module
MOB-D	Mobility - Damage Control
MOB-E	Mobility – Engineering
MOB-N	Mobility – Navigation
MRC	Maintenance Requirement Card
MSFD	Main Space Fire Drill
MSFD	Main Space Fire Doctrine
MSO-R	Maritime Security Operations – Ready
MSS	Maritime Security Surge
MTT	Medical Training Team
MWR	Morale, Welfare, and Recreation
NC-VBSS	Non-Compliant Visit, Board, Search, and Seizure
NCF	Navy Cyber Forces
NDP	Naval Doctrine Publication
NEC	Navy Enlisted Classification

NETC	Naval Education and Training Command
NIOC	Naval Information Operations Command
NLT	No Later Than
NMET	Navy Mission Essential Task
NMETL	Navy Mission Essential Task List
NOSSA	Naval Ordnance Safety and Security Activity
NPC	Navy Personnel Command
NSFS	Naval Surface Fire Support
NSST	Navigation Seamanship ship Handling Training
NSTM	Naval Ships' Technical Manual
NTA	Navy Tactical Task
NTCSS	Naval Tactical Command Support System
NTTP	Navy Tactics, Techniques, and Procedures
NWTP	Navy Warfare Training Plan
OCONUS	Outside Continental United States
OHE	Ordnance Handling Equipment
OHSAT	Ordnance Handling Safety Assessment Team
OPORD	Operational Orders
OPSEC	Operational Security
OPTEMPO	Operational Tempo
OWLD	Obligation Work Limiting Date
PARR	Performance and Readiness Review
PCD	Production Completion Date
PESTO	Personnel, Equipment, Supply, Training, Ordnance
PG	Prospective Gain
PIA	Pre-INSURV Assessment
PMR	Phased Maintenance Review
POA&M	Plan of Action and Milestones
PQS	Personnel Qualification Standards
R-ADM	Relational Administrative Data Management
RAS	Replenishment At Sea
READ-E	Readiness Evaluation
RMC	Regional Maintenance Center
ROM II	Retail Operations Management '2'
SAGC	Surface Action Group Commander
SAR	Search and Rescue
SAUC	Search and Attack Unit Commander
SET	Special Evolutions Training
SFRM	Surface Force Readiness Manual
SMC	Supply Management Certification
SOE	Schedule of Events
SOH	Safety and Occupational Health
SORM	Ship’s Organization and Regulations Manual (OPNAVINST 3120.32)
SOSMRC	Senior Officer Ship Maintenance and Repair Course
STT	Seamanship Training Team
STW	Strike Warfare
SUPSHIP	Supervisors of Shipbuilding

SUW	Surface Warfare
SWOS	Surface Warfare Officer’s School
TBD	To Be Determined
TDL	Tactical Data Link
TFOM	Training Figure of Merit
TMI	TYCOM Material Inspection
TORIS	Training and Operational Readiness Information Services
TOV	Tactical Data Link Operational Verification
TSRA	Total Ship Readiness Assessment
TTGP/L	Tactical Training Group Pacific/Atlantic
TYCOM	Type Commander
ULT	Unit Level Training
UNREP	Underway Replenishment
USFF FJO	USFF Deputy Commander for Fleet and Joint Operations
USW	Undersea Warfare
VBSS	Visit, Board, Search, and Seizure
VBSSTT	Visit, Board, Search, and Seizure Training Team
WCC	Warfare Commanders Course
WESTPAC	Western Pacific
WFIP	War Fighting Improvement Program
WTRP	Watch Team Replacement Plan