COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 3700.1

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

Subj: AIR CERTIFICATION FOR NAVAL SURFACE FORCE SHIPS

Ref: (a) OPNAVINST 3120.35K
(b) OPNAVINST 3500.39C
(c) OPNAVINST 5100.19E
(d) COMFLTFORCOMINST 3501.3
(e) NAVAIRINST 3120.1
(f) COMNAVSURFPAC/COMNAVSURFLANTINST 3500.11
(g) COMNAVSURFPAC/COMNAVSURFLANTINST 3502.3
(h) Afloat Training Group Pacific User Guide
    Instruction 3502.1
(i) Afloat Training Group Atlantic User Guide
(j) NAVAIR Air Capable Ship Aviation Facilities Bulletin No. 1
(k) NAVAIR Amphibious Assault Ship Aviation Facilities
    Bulletin No. 1
(l) NAVAIR 00-80T-106
(m) NAVAIR 00-80T-122
(n) NAVAIR A1-AV8BB-NFM-000
(o) NAVAIR 00-80T-109
(p) NAVAIR 00-80R-14
(q) NAVAIR 00-80R-19
(r) NAVAIR 00-80R-14-1
(s) NAVAIR 00-80T-114
(t) COMNAVSURFOR SAN DIEGO CA 191614Z Dec 12
(u) COMNAVAIRFORINST 4790.2

Encl: (1) Sample Message Formats
(2) Points of Contact
(3) Personnel Qualification Standards
    (PQS)/School/Qualifications for ACS/LCS
(4) Flight Deck Gear/Fire Fighting Equipment for ACS/LCS
(5) Aviation Fuel System for ACS/LCS
(6) Personnel Qualification Standards (PQS)/School/ Qualifications for AAS
(7) Flight Deck Gear/Fire Fighting Equipment for AAS
(8) Aviation Fuel System for AAS
(9) Training Team Assessment and Drill Guide
(10) Flight Deck Operations Demonstration SOE for ACS/LCS
(11) Flight Deck Operations Demonstration SOE for LHA/LHD
(12) Surface Aviation Operations Bill
(13) LHA/LHD Support Equipment Matrix
(14) Aviation Facilities Binder Structure
(15) AATCC Certification Requirements and Checklist
(16) Aviation Facility Certification (AVCERT) Checklist
(17) Sample Flight Deck Safety Net Load Test Memo
(18) Certification and Sustainment Requirements

1. Purpose. To issue policies, procedures and responsibilities for Commander, Naval Surface Force, U.S. Pacific Fleet (COMNAVSURFPAC) and Commander, Naval Surface Force Atlantic (COMNAVSURFLANT) ships regarding Air Certification per references (a) through (u).

2. Cancellation. COMNAVSURFORINST 3700.1B, CH-1.

3. Revision. Changes to the cancelled instruction are extensive. It is therefore necessary to review this instruction in its entirety. Forward all change recommendations to COMNAVSURFPAC (N42) or COMNAVSURFLANT (N42).

4. Scope. This instruction is applicable to all COMNAVSURFPAC/COMNAVSURFLANT ships which conduct helicopter, tilt rotor, vertical/short take-off and landing (V/STOL), and/or unmanned aerial vehicle (UAV) operations. This instruction references numerous supporting documents. Whenever there is conflicting guidance between this instruction and the supporting document, the more restrictive guidance shall apply.

5. Background. Certain COMNAVSURFPAC/COMNAVSURFLANT ships are configured to conduct helicopter, tilt rotor, V/STOL, or unmanned aerial systems (UAS) operations. Aviation operations aboard these ships require certification of aviation support facilities as well as proficiency and certification of flight deck crews. This instruction issues COMNAVSURFPAC/COMNAVSURFLANT guidance on policies, procedures and responsibilities for ships regarding certification for aviation operations per references (a) through (u), where additional detailed guidance can be found.
6. Discussion. COMNAVSPAC/COMNAVSLANT Ships Air Certification consists of two major elements: Aviation Facilities Certification (AVCERT), conducted by Naval Air Systems Command (NAVAIR), and Air Certification (AIR 1.4A and 1.4B), conducted by Afloat Training Group (ATG) PAC/LANT. AVCERT is designed to ensure required shipboard aviation facilities and equipment are installed and functioning properly. ATG focuses on personnel qualifications, training and readiness. Once these two elements have been successfully completed, the appropriate authority will issue an air certification message, authorizing the ship to conduct flight operations.

   a. AVCERT. Required by references (a) through (m), AVCERT is a prerequisite for completion of the overall air certification. AVCERT ensures that required shipboard aviation facilities and equipment are installed and functioning properly, and is conducted after a CNO availability, any availability where major work was done to the aviation facilities, or every two years. AVCERT is typically scheduled near the end of the maintenance phase. LHA and LHD ships are considered Amphibious Assault Aviation Ships (AAS) and fall under reference (k) for AVCERT. All other surface force ships from which aircraft can takeoff, land, or conduct VERTREP are considered Aviation Capable Ships (ACS) and fall under reference (j) for AVCERT. References (j) and (k) establish standard certification requirements and inspection procedures for the aviation facilities on Air Capable Ships (ACS) and Amphibious Aviation Ship (AAS) respectively, and are required to be maintained by the ship. Enclosure (16) of this instruction is also used by NAVAIR when conducting the AVCERT, and should be used as a guide for shipboard personnel to prepare for AVCERT. While AVCERT is the only required inspection for aviation facilities, NAVAIR will conduct assist visits to help ships prepare for AVCERT:

   (1) Pre-availability Technical Assist (PATA). PATA is designed to help ships identify what aviation facility maintenance is required to successfully complete AVCERT, and should be completed prior to finalizing the maintenance work package for the availability.

   (2) Pre-certification Technical Assist (PRECERT). Normally conducted 30 days prior to AVCERT, PRECERT is a courtesy inspection conducted by NAVAIR to ensure aviation facilities are on track for successful AVCERT. Equipment that is deemed satisfactory at PRECERT will generally not be re-
inspected at AVCERT, as long as no more than 30 days have passed between inspections.

(3) PATA and PRECERT are typically conducted in port over a 3-5 day period, and the ship will receive a written report on NAVAIR’s assessment. Both PATA and PRECERT should be requested through the respective TYCOM N42.

**NOTE:** AVCERT standards are the minimum accepted standards to safely conduct flight operations, and as such, cannot be waived by NAVAIR. Aviation facility discrepancies noted during AVCERT will result in a degraded certification until the discrepancies are resolved. Aviation facility discrepancies or casualties that occur after AVCERT is awarded can be waived by the appropriate operational waiver authority when required for operations.

b. **Air Certification.** Conducted by ATG, air certification consists of a series of training and assessment visits designed to ensure that flight deck crews are trained and ready to conduct all facets of flight operations. Air certification culminates in an aviation demonstration (AIR 1.4B), where the ship conducts aviation operations with appropriate aircraft under ATG observation.

**NOTE:** All ships, including new construction, shall have a current air certification and AVCERT prior to conducting any flight operations. The lead ship for a new class will receive an interim facilities certification until the dynamic interface testing, conducted by the NAVAIR Patuxent River, Maryland test team, is complete.

7. **Pre-training Visit (PTV)/AIR 1.0.** The AIR portion of the PTV is a one day, in port event provided by ATG prior to the start of Basic Phase Training. AIR 1.0 will identify objectives of all training events in AIR 1.1 through AIR 1.4 to include certifying exercises (CEs), administrative requirements, drills, and grading criteria. It will include a walkthrough of the material checks required in AIR 1.1 as well as a verification of proper scheduling of the aviation facilities certification (AVCERT) with NAVAIR as governed by references (a) and (e). It will also include a discussion of sustainment requirements. As aviation events normally begin prior to the end of the Maintenance Phase, AIR 1.0 may be conducted prior to the other mission area PTVs.
8. **Aviation Material Readiness Certification/AIR 1.1.** A one to two day (Air Capable Ships (ACS)/Amphibious Aviation Ship (AAS)) event conducted in port by ATG. It should be performed five weeks prior to start of Basic Phase, or 30-60 days prior to loss of current certification. ATG will conduct a material and administrative review using applicable enclosures. Material condition (minimum equipment and safe to train) must be met for material certification. While AVCERT is not required to conduct AIR 1.2/1.3, it is required to be current in order to conduct AIR 1.4B.

9. **Individual and Watch Team Training/AIR 1.2/1.3.** A two to three day event (ACS/AAS) conducted in port by ATG, using applicable enclosures. It should be performed during the first week of the Basic Phase, or 30-60 days prior to loss of current certification. The training will focus on developing individual watch stander and watch team skills necessary to successfully conduct aviation operations.

10. For ACS platforms, AIR 1.2 consists of watch team classroom training and squadron visit (as available). For AAS platforms, AIR 1.2 consists of additional watch team practical training. AIR 1.3 consists of watch team practical training (i.e. training drills). Level of Knowledge (LOK) exams will be administered during this block of training to all qualified watch standers.

11. **Air Certification/AIR 1.4.** Conducted in two parts, AIR 1.4A must be successfully completed before conducting AIR 1.4B. In addition to certification of the flight deck team by ATG, air certification includes assessment and certification of the ship’s Air Traffic Control capabilities for LHA/LHD class ships. Amphibious Air Traffic Control Centers (AATCC) are assessed per reference (h) Tab B, reference (i), and enclosure (15), and are conducted by CTG-1/CNSP N42 or CNSL N42 assessors. The results will be reported to ATG and the applicable TYCOM will release an AATCC certification message.

   a. **AIR 1.4A - Aviation Readiness Qualification (ARQ).** AIR 1.4A is conducted in order to verify the ship’s ability to safely execute normal and emergency procedures prior to conducting actual flight operations. It should be performed early in the Basic Phase, or 15-30 days prior to loss of current certification. It consists of two days in port for ACS, and three days in port for AAS. ATG will conduct final material and administrative certification using applicable enclosures for
b. **AIR 1.4B - Air Demonstration.** AIR 1.4B (formerly known as Helo Day) is conducted after successful completion of AIR 1.4A. Ships having outstanding CEs or significant discrepancies from AIR 1.4A will not be allowed to conduct AIR 1.4B until cleared. Additionally, ship’s AVCERT must be current in order to conduct the air demonstration. AIR 1.4B is a one to four day evolution at sea. ATG will observe and assess rotary and fixed wing (day, night and NVD) operations, as applicable.

12. **Certifying Exercises (CEs).** All applicable CEs, as listed in references (f), (h) Tab B, and (i), shall be demonstrated to ATG during the Air Demonstration (AIR 1.4B). ATG can be scheduled to return at an appropriate time to observe those CEs not completed during the air certification visit. Ships are PROHIBITED from conducting flight operations related to those applicable CEs not observed during the assessment cycle. ISICs will be responsible for tracking certifications to ensure non-certified operations are not scheduled or conducted by their ships. Ships shall issue a resumption of flights operations message once delinquent REs are observed and determined to be satisfactory by a TYCOM designated representative.

   a. **Sustainment.** Begins immediately upon receipt of air certification message per enclosure (18). Ships shall maintain aviation proficiency through the conduct of the required Repetitive Exercises (REs) listed in references (f), (h) Tab B, and (i). A lapse in RE periodicity will require ships to suspend flight operations related to the expired RE. Enclosure (1) provides a sample suspension message.

   **NOTE:** If a ship is forced to suspend aviation operations due to loss of equipment or training periodicity and operational commitments dictate the need for continued flight operations; contact the applicable N42 per enclosure (2) to coordinate submission of an operational waiver request to the appropriate authorizing agent for consideration.

   b. **Certificates.** Ships with separate ARQ and Air Demonstration (AIR 1.4A and AIR 1.4B) certifications will be tracked until entering their next Fleet Readiness Training Plan (FRTP) cycle and then a single air certification will be released after successful completion of the certification process.
c. **Precedence.** References (l), (m) and (n) provide current procedures for helicopter, tilt rotor, UAS and V/STOL shipboard operations. These references and this instruction set the requirements for aircraft operations aboard COMNAVSURFPAC/COMNAVSURFLANT ships and shall be complied with, except when in conflict with an aircraft’s Naval Air Training and Operating Procedures Standardization (NATOPS) manual. In this event, the aircraft NATOPS manual takes precedence. References (f) through (i) govern the unit level training requirements for ACS and AAS in order to achieve overall readiness for operations and deployments.

d. **Operations Bill.** References (l), (m) and (n) also require the inclusion of specific information in the ship’s Surface Aviation Operations Bill. Ships should use these references and enclosure (12) to establish their bill.

e. **Support Equipment (SE).** The shipboard aviation SE required for aviation operations represents a significant financial investment. SE on AAS ships is managed by COMNAVAIRFOR N42. SE and all other aviation equipment listed on the ship’s Allowance Equipage List (AEL) will be checked during AIR 1.4A using enclosure (13). SE and all appropriate AEL items shall be stenciled or etched with the ship’s hull number and a serial number. SE and all appropriate AEL items not stenciled or etched will not be counted towards equipment requirements. Borrowing equipment for the purpose of aviation or facilities certification is PROHIBITED.

f. **Air Certification Periodicity.** Scheduling is based on FRTP periodicity per reference (f) through (i). Maintaining currency of applicable REs will determine ship’s ability to conduct flight operations during the FRTP.

**NOTE:** If a ship is forced to suspend aviation operations due to loss of equipment or training periodicity and operational commitments dictate the need for continued flight operations; contact the applicable N42 per enclosure (2) to coordinate submission of an operational waiver request to the appropriate authorizing agent for consideration.

g. **Interim Personnel Qualifications.** Due to the inherently dangerous nature of flight operations in the shipboard environment, interim personnel qualifications will be considered on a case-by-case basis for air certification. Every effort shall be made to ensure personnel are fully qualified per
applicable enclosures prior to air certification. However, if it is determined by the certification officer that a ship’s mission priority or operational necessity exists, an interim qualification may be requested on a case-by-case basis. Interim qualification will only be considered for minimal numbers of crews/teams (e.g. one or two sailors). Entire teams (e.g. an entire flight deck firefighting party) will not be considered for interim qualification. Recommendation for the acceptance of an interim qualification resides with the Air Certification officer who will forward the request to the TYCOM for final approval.

13. Action/Responsibilities

a. COMNAVSURFPAC/COMNAVSURFLANT shall:

   (1) Exercise overall cognizance of the air certification program.

   (2) Promulgate changes to this instruction and program requirements via naval message.

b. ATGPAC/ATGLANT shall:

   (1) Act as the executive agent for COMNAVSURFPAC/COMNAVSURFLANT aviation training and assessment.

   (2) Coordinate the activities of the air certification teams to include formulation, training, revising and updating the air certification program.

   (3) For ACS/LCS, the assigned air certification team shall consist of one Aviation Boatswain’s Mate – Aircraft Handling (ABH) and one Aviation Boatswain’s Mate – Fuels (ABF).

   (4) For AAS, the assigned air certification team shall consist of two ABH’s and one ABF.

   (5) An ATG assigned Aviation Officer shall oversee the conduct of all Air Certification events.

   (6) Evaluate the ship’s ability to set flight quarters as required by all sections of this instruction and references (1) and (m). Air Certification teams will evaluate the ability of the ship’s damage control, medical and aviation training teams to train in aviation firefighting and crash and rescue.
(7) Conduct Aviation Limited Team Training (AVLTTs) as requested or required.

(8) Ensure standardization of air certification teams by reviewing procedures, techniques and knowledge levels.

(9) Maintain and update the ATG web site drill guide information and include best practices and lessons learned.

c. **ISICs shall:**

(1) Schedule each ship’s air certification to ensure readiness to meet operational commitments. All efforts should be made to limit the period between completion of the administrative and operational proficiency portions of the Air Certification to no more than 30 days.

(2) Monitor and ensure each ship maintains all applicable REs throughout the deployment cycle and ensure documentation of each ship’s certification status per this instruction and references (f), (h) Tab B, and (i).

(3) Provide a representative to accompany the air certification team during the ship events. Review aviation qualifications, training and procedures per references (f), (h) Tab B, and (i), when conducting command inspections and assessments.

(4) Monitor and ensure corrective action on all air certification discrepancies.

d. **Ship Commanding Officers (CO) shall:**

(1) With the exception of the certifying event itself, ensure flight operations are conducted with a current air certification. Ensure facilities certification is current prior to any flight operations.

(2) Suspend aircraft operations by naval message per enclosure (1) for circumstances or equipment casualties that degrade aviation facilities or equipment, or when personnel training or qualifications fall below the standards established in this instruction and references (f) through (k) as applicable.
NOTE: Suspending aviation operations, when applicable, is equipped per SYSCOM and TYCOM instructions, therefore, the term “SELF SUSPENSION” shall be avoided when generating and disseminating these messages.

NOTE: If a ship is forced to suspend aviation operations due to loss of equipment or training periodicity and operational commitments dictate the need for continued flight operations, contact the applicable N42 per enclosure (2) to coordinate submission of an operational waiver request to the appropriate waiver authority for consideration.

(3) Designate an officer in writing as the aviation facility coordinator. The aviation facility coordinator of LCS class ships will reside at the LCS Class Squadron (CLASSRON).

(4) Publish a Surface Aviation Operations Bill as required per references (1) and (m) and per enclosure (12).

(5) Ensure a comprehensive aviation facilities binder is maintained using enclosure (14).

(6) Ensure designated aviation personnel meet the training requirements of enclosures (3) or (6) as applicable and are included in the ship’s training program.

(7) Ensure the training requirements of references (f), (h) Tab B, and (i) are met prior to embarking aircraft.

(8) Submit a Casualty Summary Report (CASREP) whenever the aviation facility’s operational status prevents the ship from performing its mission per references (j) and (k). LCS ships shall submit information per current LCS CLASSRON guidance.

(9) Maintain the complete allowance of aviation SE required by the ship’s AEL and applicable enclosures in this instruction. BORROWING EQUIPMENT FOR THE PURPOSE OF THE AIR CERTIFICATION OR FACILITIES CERTIFICATION IS PROHIBITED.

(10) Establish and maintain an aviation fuel quality assurance program as required per reference (o).

(11) Conduct flight deck crew proficiency training in order to support safe flight operations. In addition to twice monthly crash and salvage drills and training in refueling
operations, flight deck crew proficiency training should include day, night and NVD flight operations as practicable. For LCS crews, all proficiency training will be conducted according to LCS CLASSRON training requirements.

(12) Ensure all discrepancies noted during the air certification cycle are corrected or positively addressed prior to conducting the final air certification.

e. Aviation Facility Coordinator (ACS less LPDs) and Air Officer (AAS plus LPDs) shall:

NOTE: For LCS, the LCS CLASSRON shall appoint an Aviation Subject Matter Expert (SME) on the CLASSRON staff who shall act as the LCS Aviation Facility Coordinator and shall be the single point of contact to work with ATG to complete the appropriate requirements and enclosed checklists.

(1) Coordinate the actions of divisions having direct cognizance over aviation related equipment, training or qualifications.

(2) Ensure personnel receive the schools and training required by enclosures (3) or (6) as applicable.

(3) Maintain training, qualifications and school documentation for all assigned aviation personnel.

(4) Maintain a locator system to ensure required publications are accessible.

(5) Maintain the ship’s aviation facility binder and ensure it meets the requirements of this instruction and enclosure (14).

(6) Coordinate an aviation program review with the assigned ATG air certification team lead no less than 30 days
prior to the first scheduled air certification cycle event and provide constant feedback to the ATG team lead when clearing up discrepancies from the various visits leading up to the air certification.

J. P. CORDLE  
Chief of Staff

R. I. KITCHENER  
Chief of Staff

Distribution:
Electronic only, via COMNAVSURFPAC Directives Website
Figure 1.1 - Suspension/Resumption of Flight Operations Message

RAAUZYUW RUWDYAA0000 1590930-UUUU--RHMCSUU
ZNR UUUUU
R DDHHHHHZ MMM YY
FM USS ____________OR ISIC//(as applicable)
TO COMNAVSURFPAC SAN DIEGO CA//N42/N422//
COMNAVSURFLANT NORFOLK VA//N42/N425// (as applicable)
INFO ISIC ________________
NAVAIRWARCENACDIV LAKEHURST NJ//
COMAFLOATRAGRUPAC SAN DIEGO CA//(as applicable)
COMAFLOATRAGRULANT NORFOLK VA//(as applicable)
COMAFLOATRAGRU SAN DIEGO CA//(as applicable)
COMAFLOATRAGRU NORFOLK VA//(as applicable)
COMAFLOATRAGRU WESTPAC YOKOSUKA JA//(as applicable)
COMAFLOATRAGRU MIDPAC//(as applicable)
COMNAVSEAYACOM WASHINGTON DC//JJJ// (as applicable)
COMCGRON SAN DIEGO CA//(as applicable)
COMDDGRON NORFOLK VA//(as applicable)
COMLHDRON NORFOLK VA//(as applicable)
COMFFGRON MAYPORT FL//(as applicable)
COMLSDLDPDRON SAN DIEGO CA//(as applicable)
COMLCSRON ONE SAN DIEGO CA//(as applicable)
COMAFLOATRAGRU PACNORWEST//(as applicable)
COMAFLOATRAGRU MAYPORT FL//(as applicable)
BT
UNCLAS //N03501//
MSGID/GENADMIN/COMMAND//
SUBJ/SUSPENSION/RESUMPTION OF AVIATION OPERATIONS//
REF/A/MSGID:DOC/COMNAVSURFPAC/COMNAVSURFLANTINST
3700.1C/DDMMMYYYY//
REF/B/MSGID:DOC/__________________ /DDMMMYYYY//
NARR/REF A IS COMNAVSURFPAC AND COMNAVSURFLANT AIR CERTIFICATION
INSTRUCTION.  REF B IS (CASREP, PRE-AVAILABILITY TECHNICAL ASSIST
(PATA), ETC.  IF REQUIRED)="/\nGENTEXT/REMARKS/-/
RMKS/1.  PER REFERENCE (A), USS ____________ SUSPENDS/RESUMES
(AVIATION FUELING/NIGHT/VERTREP/ALL AVIATION/ETC.) OPERATIONS BASED
ON (THE DISCREPANCIES/CORRECTIONS LISTED BELOW.
A.  __________________________________________________________
B.  __________________________________________________________
(IF REQUIRED) ESTIMATED RESUMPTION OF _______________________/=
BT
#0000
NNNN
Figure 1.2 - Sample Decertification of Aviation Facility Message

RAAUZUYU RUWDYAA0000 1590930-UUUU--RHMCUU
ZNR UUUU
R DDHHHZ MMM YY
FM ISIC OR COMFLOATAGRGRU _______________//(as applicable)
TO USS _____________________
INFO COMNAVSURFPAC SAN DIEGO CA//N42/N422//
COMNAVSURFLANT NORFOLK VA//N42/N425//
NAVAIRWARCENACDIV LAKEHURST NJ//
COMNAVEAYACOM WASHINGTON DC//JJJ//
COMFLOATAGRUPAC SAN DIEGO CA//(as applicable)
COMFLOATAGRULANT NORFOLK VA//(as applicable)
COMFLOATAGRGRU WESTPAC YOKOSUKA JA//(as applicable)
COMFLOATAGRGRU PACNORWEST//(as applicable)
COMFLOATAGRGRU MIDPAC//(as applicable)
COMFLOATAGRGRU MAYPORT FL//(as applicable)
COMCGRON SAN DIEGO CA//(as applicable)
COMDDGGRON NORFOLK VA//(as applicable)
COMLHDGRON NORFOLK VA//(as applicable)
COMFFGGRON MAYPORT FL//(as applicable)
COMLDLPGRON SAN DIEGO CA//(as applicable)
COMFLCSRON ONE SAN DIEGO CA//(as applicable)
BT
UNCLAS //N03501//
MSGID/GENADMIN/COMMAND/
SUBJ/COMNAVSURFPAC AND COMNAVSURFLANT AVIATION DECERTIFICATION
ICO USS _______________//
REF/A/MSGID:DOC/COMNAVSURFPAC/COMNAVSURFLANTINST
3700.1C/DDMMMYYYY //
REF/B/MSGID:DOC/COMNAVSURFPAC/COMNAVSURFLANTINST
3502.1D/01JUL2007//
NARR/REFS A AND B PROVIDE GUIDANCE FOR AVIATION DECERTIFICATION
FOR COMNAVSURFPAC/LANT SHIPS//
POC//RANK/ATG___/-/TEL:______/TEL:DSN ______//
GENTEXT/REMARKS/-//
RMKS/1. AVIATION OPERATIONS FOR USS ___________ HAVE BEEN
DECERTIFIED DUE TO THE FOLLOWING:
A. ________________
B. ________________
BT
#0000
NNNN
Figure 1.3 - Sample Aviation Certification Message

RAAUZYUW RUWDYAA0000 1590930-UUUU--RHMCSUU
ZR UUUUU
R DDHHHZ MMM YY
FM COMNAVSURFPAC SAN DIEGO CA//N42/N422//
COMNAVSURFLANT SAN DIEGO CA//N42/N425//
TO USS
INFO COMAFLOATRAGRUPAC SAN DIEGO CA// (as applicable)
COMAFLOATRAGRULANT NORFOLK VA// (as applicable)
COMAFLOATRAGRU WESTPAC TOKOSUKA JA// (as applicable)
COMAFLOATRAGRU PACNORWEST// (as applicable)
COMAFLOATRAGRU MIDPAC// (as applicable)
COMAFLOATRAGRU MAYPORT FL// (as applicable)
NAVAIRWARCENACDIV LAKEHURST NJ//
COMNAVSEAYACOM WASHINGTON DC//JJJ//
COMCGRON SAN DIEGO CA// (as applicable)
COMDDGRON NORFOLK VA// (as applicable)
COMLHGRON NORFOLK VA// (as applicable)
COMPPGGRON MAYPORT FL// (as applicable)
COMLSDLPRON SAN DIEGO CA// (as applicable)
COMLCSRON ONE SAN DIEGO CA// (as applicable)
COMAFLOATRAGRUPAC SAN DIEGO CA//
USS ____________
BT
UNCLAS //N03501//
MSGID/GENADMIN/COMMAND//
SUBJ/COMNAVSURFPAC AND COMNAVSURFLANT AIR CERTIFICATION ICO USS ____________//
REF/A/MSGID: DOC.COMNAVSURFPAC/COMNAVSURFLANTINST 3700.1C/DDMMMYYYY//
AMPN/REF A IS AIR CERTIFICATION FOR COMNAVSURFPAC AND
COMNAVSURFLANT SHIPS//
POC/________/RANK/ATG____/-/TEL: ________/TEL: DSN _______//
GENTEXT/REMARKS//-
RMKS/1. SUBJECT EVALUATION CONDUCTED PER REFERENCE (A) DD MMM YY.
AIR CERTIFICATION ATTAINED WITH THE FOLLOWING RESTRICTIONS:
A. NONE – OR SPECIFY NON DEMONSTRATED CCRS IF NEEDED
B. SPECIFY 3700.1C CHECKLIST ITEMS AS NEEDED
2. (SPECIFY TYPE OF EVOLUTION) OPERATIONS ARE PROHIBITED UNTIL
CCRS HAVE BEEN DEMONSTRATED TO TYCOM SATISFACTION.
3. USS ____________ IS AVIATION CERTIFIED UNTIL COMPLETION OF
CURRENT FRP CYCLE. //
BT
#0000
NNNN

3
# POINTS OF CONTACT

<table>
<thead>
<tr>
<th>COMNAVSURFPAC SAN DIEGO, CALIFORNIA (CA)</th>
<th>DSN (577-xxxx)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation (AIR) (N42)</td>
<td>(619) 437-3140</td>
</tr>
<tr>
<td>Aviation Ordnance (N423M)</td>
<td>(619) 437-2287</td>
</tr>
<tr>
<td>Facilities Certification Manager (N422A)</td>
<td>(619) 437-3145</td>
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<th>DSN (836-xxxx)</th>
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<tbody>
<tr>
<td>Aviation (N42)</td>
<td>(757) 836-3181</td>
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<tr>
<td>COMNAVSURFLANT Aviation Maintenance (N422)</td>
<td>(757) 836-3193</td>
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<td>Aviation Ordnance (N423)</td>
<td>(757) 836-3190</td>
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<tr>
<td>Facilities Certification Manager (N425)</td>
<td>(757) 836-3197</td>
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<tr>
<td>Air Traffic Controller (ATC) Certification (N427)</td>
<td>(757) 836-3197</td>
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<th>DSN (565-xxxx)</th>
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<tbody>
<tr>
<td>AIR Department Head (N88)</td>
<td>(757) 444-0683</td>
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<tr>
<td>AIR Team Leader Assistant (N88A)</td>
<td>(757) 444-0832</td>
</tr>
<tr>
<td>AIR Schedules</td>
<td>(757) 444-1106</td>
</tr>
<tr>
<td>AIR Flight Deck Evaluators</td>
<td>(757) 444-9944</td>
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<th>ATG MAYPORT, FLORIDA (FL)</th>
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<tbody>
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<td>AIR Aviation Fuels Evaluators</td>
<td>(904) 270-3004</td>
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<td>7420/6344 Extension (EXT) 3113</td>
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<tr>
<td>AIR Aviation Flight Deck Evaluators</td>
<td>(904) 270-3004</td>
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<th>COMAFLOATRAGRUPAC SAN DIEGO, CA</th>
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<tr>
<td>AIR Team Leader (N88)</td>
<td>(619) 556-0843</td>
</tr>
<tr>
<td>AIR Schedules</td>
<td>(619) 556-0904</td>
</tr>
<tr>
<td>ATG Flight Deck Evaluators</td>
<td>(619) 556-0846</td>
</tr>
<tr>
<td>ATG JP-5 Fuels Evaluators</td>
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<tr>
<td>Ground Support Equipment</td>
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<tr>
<th>ATG PACNORWEST EVERETT, WASHINGTON (WA)</th>
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<tr>
<td>AIR Team Leaders</td>
<td>(425) 304-4743</td>
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<tr>
<td>Facilities Certification Team Leader</td>
<td>(425) 304-4676</td>
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<tr>
<th>ATG WESTPAC YOKOSUKA, JAPAN</th>
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<tr>
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<td>Facsimile (FAX)</td>
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<th>ATG MIDPAC PEARL HARBOR, HAWAII (HI)</th>
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<tr>
<td>AIR Team Members</td>
<td>(808) 472-8881</td>
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<td>EXT 381/382</td>
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</table>
Facilities Certification Team Leader  (808) 473-0788

**COMLSDLPDRON SAN DIEGO CA**  
Aviation N78  (619) 556-6204  
Aviation N78A  (619) 556-6206

**NAVAIR Technical Publications**  
Technical Publication (TECHPUB) Specialist Lead  (619) 545-2458  
FAX  (619) 545-2772

**AEL**  
List Manager  (301) 342-9301  
FAX  (301) 342-3948
PERSONNEL QUALIFICATION SHEET (PQS)/SCHOOL/QUALIFICATIONS FOR
ACS/LCS

SHIP: USS _____________________________________________________

EVALUATOR _______________________________ DATE __________

YES/NO/NA

1. Aviation Binder. Minimum entries per enclosure (13). ___|____

2. Air Certification program
   a. COMNAVSURFPAC/COMNAVSURFLANT Instruction
      3700.1 series. ___|____* 
   b. Previous Certification Message. ___|____*

3. Facilities Certification Program. Current Aviation
   Facilities Certification message. ___|____*

4. SAR Certification. Current SAR message. ___|____*

5. Shipboard Aviation Standard Operating Procedures (SOP)
   a. Ship’s SOP tailored to suit individual unit capabilities (Minimum entries per enclosure (12)). ___|____*
   b. Flight quarters billets with roster (Copy for ATG). ___|____*
   c. Foreign Object Damage (FOD) Council designated members, responsibilities and frequency of council
      meetings (MAY BE INCLUDED IN THE SHIP COLLATERAL DUTIES LIST (CDL)). ___|______

6. Night Vision Device (NVD) Lectures and Proficiency. To maintain NVD currency, the HCO and LSE shall complete NVD operations
   (shipboard landings) or NVD classroom training (as outlined in reference (1)) at a minimum every 90 days.
   a. Provide copies of HCO and LSE training lectures, if no shipboard landings within 90 days per NAVAIR 00-80T-122
      Chapter four (e.g. lighting requirements, LSE signals, 

Enclosure (3)
Aircrew tendencies, Emergency procedures, NVD operating procedures, etc.).

(1) Helicopter Control Officer current (HCO)  

(2) Landing Signalman Enlisted current (LSE)  

7. PQS/Formal Schools/Training

   a. Aviation Facility Coordinator designated by notice (NOTE) or letter.  

   Name: _______________________

   b. Safety Officer designated by NOTE or letter.  

   Name: _______________________

   c. Damage Control Assistant (DCA) Aviation Fire Fighting (J-495-0414) (Less LPD).  

   Name: _______________________

8. Aviation Flight Deck and Fire Fighting Lectures and Drills. For LCS crews, LCS CLASSRON Facilities Coordinator will be responsible for providing ATG with documentation of required training plan, lectures and drills.

   a. Provide copies of crash crew continuous on-the-job training lecture series per NAVAIR 00-80R-14 Chapter Nine. (e.g. aircraft entry, hazardous ordnance/weapons cooling, composite materials clean up, etc.).  

   b. Provide documented proof of aviation fire fighting drills being conducted. Include muster sheets and copies of drill packages per NAVAIR 00-80R-14 Chapter 9.  

   c. Present long/short range training plans per PQS Managers Guide for completion of all required training.
d. Documented flight deck crew training per reference (l), Chapter 1, e.g. personnel transfer, tie down procedures, etc. __|__|__*

e. Documented aviation fuel crew training per reference (k), Chapter Two, e.g. fuel handling safety, system operating procedures, Aviation Fuels Operational Sequencing System (AFOSS), Aircraft refueling equipment and procedures, Aviation fuel laboratory testing and analysis and aviation fuel system repair. __|__|__*

9. Aviation Publications/Instructions (*asterisked publications shall be held hard copy within aviation office). For LCS crews, LCS CLASSRON Facilities Coordinator will be responsible for maintaining all non-asterisked publications. LCS crews are responsible for asterisked items and they SHALL be maintained on LCS hull.


b. Current AEL. __|__|__*

c. COMNAVSURFLANT ships utilize COMNAVSURFLANTNOTE 3710. __|__|__

d. NAVAIR 00-80T-113, Aircraft Signals NATOPS Manual, available for LSE use. __|__|__*

e. COMNAVSURFPAC/COMNAVAIRPACINST 3710.3 Flight Démonstrations. __|__|__

f. COMNAVAIRPAC/COMNAVAIRLANTINST 3710.8, procedures for participation in and/or authorization of aerial demonstrations flyovers, static display, orientation flight, civilian passengers, project specialists, training and qualification waivers/ extensions. __|__|__

g. NAVAIR 00-80T-122 Helicopter Operating Procedures for Air-Capable Ships NATOPS Manual. __|__|__*

h. NAVAIR 00-25-100 NAVAIR Technical (Tech) Manual Program. __|__|__
i. NAVAIR 00-80R-14 NATOPS Aircraft Fire Fighting and Rescue Manual. ___|___|___*

j. NAVAIR 00-80R-14-1 NATOPS U.S. Navy Aircraft Emergency Rescue Information Manual. ___|___|___*


l. Navy Warfare Publication (NWP) 4-01.4 Replenishment at Sea with Urgent Change 2 ___|___|

m. Instructions and procedures Guide for certification of shipboard Tactical Air Navigation (TACAN) systems. ___|___|

n. COMNAVAIRPACINST 3750.17, Command Attention in Aviation Safety (Detachment (DET) Capable ACS). ___|___|

o. COMNAVSURFPAC/COMNAVSURFLANTINST/COMNAVAIRFORINST 4420.1, Aviation Supply Support for Light Airborne Multipurpose System (Helicopter) (LAMPS) and VERTREP Helicopter DET Afloat (LAMPS, CLF Ships). ___|___|

p. NAVAIR 51-5B-2, Installation, Service, Operation and Maintenance Instruction with Intelligence Preparation of the Battle space (IPB) for Stabilized Glide Slope Indicator (SGSI) MK-1/MOD-0 for Aviation Facility Ships. ___|___|

q. NAVAIR 51-5B-2.1 for ships with MK-1/MOD-1 SGSI (SGSI Equipped Ships). ___|___|

r. NAVAIR 51-5B-3, Installation, Service, Operation and Maintenance Instruction with IPB, for Wave-off Lights for Aviation Facility Ships Change four. ___|___|

s. NAVAIR 51-50ABA-1, Visual Landing Aids (VLA) on Air-Capable Ships. ___|___|
YES/NO/NA

t. NAVAIR 17-1-537, Aircraft Handling and Securing Equipment with Risk Assessment Code (RAC)-One (Class One, Two, Two A and Three Ships).  __|__|__

u. OPNAVINST 3710.7, General Flight and Operating Instructions.  __|__|__

v. OPNAVINST 3750.6, Naval Aviation Safety Program with Change Two.  __|__|__

w. COMNAVSURFPACINST 8023.1, Conventional Aviation Ordnance Safety and Readiness on Amphibious Aviation Ships (LPH/LHA/LHD), LPD, Air Capable ships (LAMPS only) (LPD, LAMPS).  __|__|__

x. AV-8B Shipboard Operating Bulletin One (LPD ONLY).  __|__|__

y. NAVAIR 00-80R-19, U.S. Navy Aircraft Crash and Salvage Operations Manual (LPD)  __|__|__


bb. Current Amphibious Assault Ship Aviation Facilities Bulletin (for AAS).  __|__|__

10. Publications Required by Air Capable Ships

a. NAVAIR 51-5B-7, Installation, Service, Operation and Maintenance Instruction, with IPB, for Wave-off Lights for Aviation Facility Ships (LAMPS MK III Ships).  __|__|__

c. NAVAIR AD-400B1-0MI-000, Flight Deck Status and Signaling System (RAST Ship). __|__|__

d. NAVAIR AD-700A1-OMI-000, RAST technical manual (RAST ships). __|__|__

e. NAVAIR AD-700A1-IPB-000, RAST IPB manual. __|__|__

11. Logs. Show written aircraft log books with minimum entries of: date; time; helicopter call sign; type evolution; day, night, and remarks, NVD. __|__|__*

12. Ready Reference Materials. (Shall be located in the Helicopter Control Officer (HCO) station and the bridge).

a. Visual signals between ship and helicopter under Emissions Control (EMCON)/lost communications (NAVAIR 00-80T-122). __|__|__*

b. Shipboard helicopter command and display signals (NAVAIR 00-80T-122). __|__|__*

c. Launch and Recovery Wind Limits for ships plus General Launch and Recovery Wind Limits (NAVAIR 00-80T-122). __|__|__*

d. LSE Hand Signal Chart (NAVAIR 00-80T-113, Figure 3-1 through 3-3. __|__|__*

13. PQS Checklist. The following pages list the minimum positions and associated qualifications for shipboard flight operations. Each billet must be filled by a qualified individual. Training jackets are required for all personnel who hold billets to include PQS qualifications and any pre-requisite qualifications. All positions shall be verified by ATG using RADM or FLTMPS print outs to support current qualifications and schools.
PQS CHECKLIST – ACS/LCS

<table>
<thead>
<tr>
<th>BILLET (5)</th>
<th>NAME</th>
<th>COURSE NUMBER</th>
<th>DATE GRAD</th>
<th>PQS NUMBER (SERIES)</th>
<th>DATE COMP</th>
<th>NVG PQS NUMBER (SERIES)</th>
<th>DATE COMP</th>
<th>NVG 90 DAY CURRENCY DATE</th>
<th>DATE COMP</th>
<th>F/F CRSE DATE</th>
<th>DESIG LTR</th>
<th>FLT DECK OBS PQS DATE</th>
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(1) HCO, LSE and flight deck crewman firefighting school requirement: Attend and pass J-495-0413 within the previous 48 months or J-495-0414 within the previous 24 months.
(2) LSEs shall be Stage II NVG qualified and maintain 90 day currency per NAVAIR 00-80T-122.
(3) Flight Deck Observer PQS is from Navedtra 43426-0 SERIES (303) (ENTER DATE COMPLETED)
(4) Flight deck personnel shall have a current flight deck physical (within the last 12 months) (Reference: NAVMEDCH 15/NAVAIR 00-80T-122). Documentation of exams will be checked by ATG.
(5) Messengers/Phone Talkers (as required). The CO shall determine the mode of communication based on ship's configuration. The requirement for phone talkers may be eliminated if communications can be established and maintained by other reliable means. On LCS class ships, the Flight Deck Officer (FDO) and the LSE billets may be filled by the same person (reflecting the minimal manning concept) and there is no requirement for phone talkers.
(6) FLTMAPS requires two HCOs. For the purposes of certification one HCO shall be fully qualified, the second shall be, at a minimum, HCO school (E-2G-0200) complete.
### Checklist – ACS/LCS PQS

<table>
<thead>
<tr>
<th>Billet</th>
<th>Name</th>
<th>NEC</th>
<th>PRD/EAOS</th>
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<tr>
<td>RAST Tech EM (LAMPS MK III SHIPS) (1)</td>
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<td>RAST Tech EN (LAMPS MK III SHIPS) (2)</td>
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<tr>
<td>TACAN Maintenance Tech (3)</td>
<td></td>
<td>1471</td>
<td>(FFG 1491)</td>
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<tr>
<td>LAMPS MK III Data Link Trans Tech (4)</td>
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<td>1424</td>
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</tr>
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</table>

1. RAST Electrical Technician: One Electrician’s Mate (EM), E-4 or above with NEC 4673. Not required for LCS.
2. RAST Mechanical Technician: One Engineman (EN), E-4 or above with NEC 4355. Not required for LCS.
3. TACAN maintenance technician must hold NEC 1471 (NEC 1491 for FFG).
4. SRQ-4 Maintenance Technician: One Electronics Technician (ET) with NEC 1424. Not required for LCS.
**COMNAVSURFPACINST 3700.1/ COMNAVSURFPAFLANTINST 3700.1**
**7 Mar 13**

**PQS CHECKLIST – ACS/LCS**
**AVIATION FUELS PERSONNEL**

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<tr>
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<th>NAME</th>
<th>COURSE NUMBER (2)</th>
<th>DATE GRAD *</th>
<th>WATCH STATION PQS (series)</th>
<th>DATE COMP *</th>
<th>AIRCRAFT FIRE FIGHTING DATE COMP *</th>
<th>FLT DECK OBS PQS DATE COMP *</th>
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<td>JP-5 SUPERVISOR</td>
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(1) Must be filled by one qualified person per billet unless noted otherwise. The fuels officer must be an E-7 or above.
(2) One officer and two enlisted fuels personnel must have attended shipboard propulsion fuels/oil and JP5 Systems/Testing (K-821-2142A) within the past four years.
(3) One person may fill both the quality control sentry and pump room operator positions.
(4) Aviation fuels personnel shall have a current flight deck physical (within the last 12 months) (Reference: NAVMEDDEPT Chapter 15/NAVAIR 00-80T-122). Documentation of exams will be checked by ATG.
(5) All aviation fuels personnel must complete and pass Fire Fighting School J-495-0413 within the previous 48 months. J-495-0414 is an acceptable alternate within the previous 24 months and is required if fuels personnel are part of the primary or backup fire teams.
(6) JP-5 Supervisor not required for LCS.
PQS CHECKLIST – ACS/LCS
PRIMARY CRASH AND SALVAGE FIRE TEAM

<table>
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<th>NAME</th>
<th>F/F CRSE NUM</th>
<th>F/F COURSE DATE * (4)</th>
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<th>DATE COMP *</th>
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(1) Only one hoseman required if using a 1½ inch hose. An additional two hosemen per hose team are required if 2½ inch hose is installed onboard.
(2) Watch Station PQS are from NAVEDTRA 43119.
(3) LSE cannot be part of Hose Team #1 or #2 but can be a part of Background Team. Chock and Chainmen and Fuels Crew can be a part of the second Hose Team and/or Background Team.
(4) Requirement for Fire Fighting School is to attend and pass J-495-0414. Only Corpsman may attend J-495-0413 as an alternate.
(5) Flight deck personnel shall have a current flight deck physical (within the last 12 months) (Reference: NAVMEDEPT Chapter-15/NAVAIR 00-80T-122). Documentation of exams will be checked by ATG.
PQS CHECKLIST – ACS/LCS
BACKGROUND FIRE TEAM

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(1) The entire fire party must attend and pass Firefighting Course J-495-0414 and repeat the course every 24 months or if team loses 40 percent of the original personnel.
(2) The flight deck crew can be used in the background and assistance team. The background fire team may utilize flight deck crewmen/LSE/Fuels Crew from page six and seven matrixes.
(3) Watch Station PQS are from NAVEDTRA 43119.
(4) Flight deck personnel shall have a current flight deck physical (within the last 12 months).
   (Ref: NAVMEDEPT Chapter-15/NAVAIR 00-80T-122). Documentation of exams will be checked by ATG.
(5) Messengers/Phone Talkers (as required by ship). The CO shall determine the mode of communication based on ship's configuration. The requirement for phone talkers may be eliminated if communications can be established and maintained by using other reliable means.
(6) Background fire team for LCS class ships will be provided by a Damage Control Condition I Repair Locker.
(7) AFFF Supply not required to be a Flight Deck Team Member or Flight Deck Fire Fighting Team Member.
## PQS Checklist - LPD

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1. Shall attend and pass J-495-0413 within previous 48 months or J-495-0414 within previous 24 months.
2. LSEs shall be Stage IV NVD qualified per NAVAIR 00-80T-122. NVD 90 day currency required for LSE’s, recommended for HCO and FDO as per NAVAIR 00-80T-122.
4. Flight Deck personnel shall have current flight deck physical within last 12 months. Flight Physical for Air and Mini Boss.
5. LSE PQS is NAVEDTRA 43436. Chock and Chain Handler is NAVEDTRA 43434-1 series for Air Dept personnel. Personnel not in Air Dept may use NAVEDTRA 43219 (301) PQS.
6. HCO school is required if the Mini-Boss/Airboss is not a pilot. If Mini Boss billet is filled by ABFCS with a 7022 NEC, Fuels Officer Course C8B-2011 is not required.
PQS CHECKLIST – LPD
ENLISTED AVIATION FUELS PERSONNEL

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<th>F/F DATE COMP</th>
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1. All billets must be filled by one qualified person per billet. Fuels officer may be an E-7 or above.
2. Watch Station PQS are from NAVEDTRA 43426-4, Air Department Aviation Fuels Afloat.
3. Fleet Training Management and Planning System (FLTMPS) identifies requirement of four fuels personnel to have attended the Shipboard Aviation Fuels Refresher Course (C-821-2012).
4. Fuel security watch standers may be non-air department personnel or may be filled by other watch team members, but all fuels watch personnel must be qualified under NAVEDTRA 43426-4 (302) PQS.
5. All personnel shall have a current flight deck physical within the past 12 months.
6. All aviation fuels personnel must attend and pass Firefighting School J-495-0413 within the previous 48 months. J-495-0414 is an acceptable alternate within the previous 24 months and is required if fuels personnel are part of the primary or backup fire teams.
7. Flight Deck Fuel Repairman may be filled by Crew Leader if qualifications are current.

7 Mar 13
FLIGHT DECK SE LICENSES - LPD

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<tr>
<th>BILLET (1)</th>
<th>NAME</th>
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(1) Tractor Drivers and MEPP operators must have supporting SE Phase I AND Phase II On-the-Job Training (OJT) paperwork in training record and license must be signed by the LHA/LHD Aviation Intermediate Maintenance Department (AIMD) Officer per COMNAVAIRFORINST 4790.2B, Chapters 10 and 16.

(2) All personnel shall have a current flight deck physical within the past 12 months.

CRITICAL NECs - LPD

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### PRIMARY CRASH AND SALVAGE FIRE TEAM - LPD

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(1) Only one hoseman required if using a 1½ inch hose. An additional two hosemen are required if 2½ inch hose is installed.
(2) Watch Station PQS are from NAVEDTRA 43119.
(3) Crash Crewman PQS is from NAVEDTRA 43434-1. Other than Air Dept personnel may use NAVEDTRA 43119 (315) PQS.
(4) Flight Deck personnel shall have a current flight deck physical (within the last 12 months) (Reference: NAVMEDDEPT CH-15/NAVAIR 00-80T-122). Documentation of exams will be checked by ATG.
(5) Hose Team One billets cannot be filled by LSE or crewman or phone talker from matrix on page 11 but hose team two billets can be filled by those flight deck crew members.
(6) Requirement for Fire Fighting School is attend and pass J-495-0414. Only Corpsman may attend J-495-0413 as an alternate.
### PQS CHECKLIST – LPD
#### BACK-UP FIRE TEAM

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(1) Watch Station PQS are from NAVEDTRA 43119.
(2) The entire fire party shall attend and pass Firefighting Course J-495-0414 and repeat the course every 24 months or if team loses 40 percent of the original personnel.
(3) All personnel shall have a current flight deck physical within the past 12 months.
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<td>Y/N</td>
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</table>

(1) Firefighting School Requirement: Attend and pass J-495-0413 within the previous 48 months. J-495-0414 is an acceptable alternate within previous 24 months and is required if personnel are part of primary or backup fire teams.

(2) LSEs shall be Stage III NVD qualified per NAVAIR 00-80T-122. NVD 90 day currency required for LSEs, recommended for HCO and FDO as per NAVAIR 00-80T-122.

(3) Flight Deck Observer PQS is from NAVEDTRA 43426-0 (303) (enter date completed).

(4) Flight deck personnel shall have a flight deck physical within the last 12 months.

(5) The LSE PQS is from NAVEDTRA 43436 (302) and (304).
## ENLISTED AVIATION FUELS PERSONNEL - LSD

<table>
<thead>
<tr>
<th>BILLET (1)(3) (4)</th>
<th>NAME</th>
<th>CRSE NUM</th>
<th>DATE GRAD *</th>
<th>WATCH STATION PQS * (2)</th>
<th>DATE COMP</th>
<th>F/F DATE COMP * (6)</th>
<th>FLT DECK OBS PQS DATE COMP</th>
<th>FLT DECK PHYS * (5)</th>
<th>PRD/EAOS</th>
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<tr>
<td>FUELS OFFICER</td>
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</table>

1. Must be filled by one qualified person per billet.
2. Watch Station PQS are from NAVEDTRA 43149, Aviation Fuels (Air Capable Ships-less LPD).
3. The Fuels officer must be an E-7 or above that has attended Shipboard Propulsion Fuels/Oil and JP5 Systems/Testing (K-821-2142A) with past four years.
4. Two enlisted fuels personnel must have attended Shipboard Propulsion Fuels/Oil and JP5 Systems/Testing (K-821-2142A) within past four years.
5. All aviation fuels personnel shall have a current flight deck physical within the past 12 months.
6. All aviation fuels personnel must attend and pass Firefighting School J-495-0413 within the previous 48 months or J-495-0414 within previous 24 months (if a member of the backup fire team).

## CRITICAL NECs - LSD

<table>
<thead>
<tr>
<th>BILLET</th>
<th>NAME</th>
<th>NEC</th>
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<td>TACAN MAINT TECH</td>
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## PQS CHECKLIST – LSD
### PRIMARY CRASH AND SALVAGE FIRE TEAM

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<tr>
<th>BILLET (1)</th>
<th>NAME</th>
<th>F/F CRSE NUM</th>
<th>F/F CRSE DATE *</th>
<th>WATCH STATION PQS (2)</th>
<th>DATE COMP *</th>
<th>FLT DECK OBS PQS DATE COMP *</th>
<th>FLT DECK PHYS * (3)</th>
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</table>

(1) An additional two hosemen are required if 2½ inch hose is installed onboard.
(2) Watch Station PQS are from NAVEDTRA 43119.
(3) All personnel shall have a current flight deck physical within the past 12 months.
PQS CHECKLIST – LSD
BACKGROUND FIRE TEAM

<table>
<thead>
<tr>
<th>BILLET</th>
<th>NAME</th>
<th>F/F CRSE NUM</th>
<th>F/F CRSE DATE * (2)</th>
<th>WATCH STATION PQS (1)</th>
<th>DATE COMP *</th>
<th>FLT DECK OBS PQS DATE COMP</th>
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</table>

(1) Watch Station PQS are from NAVEDTRA 43119.
(2) The entire fire party must attend and pass Firefighting Course J-495-0414 and repeat the course every 24 months or if team loses 40 percent of the original personnel.
(3) All personnel shall have a current flight deck physical within the past 12 months.
(4) AFFFF Supply not required to be a Flight Deck Team Member or Flight Deck Fire Fighting Team Member.
FLIGHT DECK GEAR/FIRE FIGHTING EQUIPMENT FOR ACS/LCS

SHIP: USS ____________________________________________________

EVALUATOR: ______________________________ DATE: ______________

YES/NO/NA

1. Flight Deck and VERTREP Deck Condition
   
a. Flight deck condition: free of JP-5, oil and grease.  __|__|__
   
b. Flight deck free of FOD materials for flight operations.  __|__|__
   
c. Flight deck flush deck Aqueous Film Forming Foam (AFFF) nozzles (visual walk through):
      
      (1) Free of debris  __|__|__
      
      (2) Documentation that PMS has been completed (PMS MIP-5551)  __|__|__

2. Flight Deck Applicable Clothing
   
a. Check maintenance and documentation record for MK-1 life vest (Planned Maintenance System (PMS) Maintenance Index Page (MIP)-5832). Mk-1 life vest shall include: bladder, auto inflation device, cover, whistle, strobe light and dyemarker. Back of outer covers shall be stenciled with the ship’s hull number. __|__|__*

   b. MK-1 Life vest allowance per ships AEL.  __|__|__*

   c. Check maintenance and documentation records for cranial helmets (PMS MIP-5882). Cranial helmets shall include: sound attenuators, goggles, hard shell covers and cloth liner. Back of hard shell covers shall be stenciled with the ship’s hull number. __|__|__*

   d. Cranial allowance per ships AEL.  __|__|__*

   e. Fire retardant jerseys (two per each MK-1, stenciled) and trousers (each member of the flight deck crew shall be issued fire retardant clothing per reference (t)).  __|__|__*

Enclosure (4)
f. Steel toed safety shoes (each member of flight deck crew shall be issued safety shoes per Naval Supply Systems Command (NAVSUP) Publication (PUB) 485) (NAVAIR 00-80T-122).___|___|___*

g. 100 percent Leather Gloves for Flight Deck Personnel. ___|___|___*

h. 100 percent Leather Gloves for Flight Deck Fire Fighting/Crash and Salvage Personnel. ___|___|___*

3. Support Equipment. Additional LCS specific equipment requirements to support the TRIGON Traversing System and Watkins Johnson Man Portable Diesel Fuel (DF) System (MANTIS) will be incorporated into this instruction when promulgated SEPCOR by LCS CLASSRON. All other equipment requirements as listed below apply to LCS.

a. Tie-downs (TD-1B) (as per AEL) Ship’s name or hull number shall be impression stamped with 3/8-inch lettering on the hand wheel assembly tensioning nut and S-hooks installed on TD-1B (Reference: NAVAIR 17-1-537). ___|___|___

(1) Quantity of nine-foot chains ______________________

(2) Quantity of fourteen-foot chains _________________

(3) Material condition ________________________________

b. ALBAR 15 Universal Tow Bars (as per AEL) (LPD only). ___|___|___

c. Wheel chocks/NWC-4 per AEL. ___|___|___

(1) Quantity _________________________________

(2) Material condition ______________________________

d. VERTREP Equipment

(1) Grounding device P/N 1610-AS-100-1 ___|___|___
(2) Rubber gloves (two pair) (Type I, Class Three) __|__|__

e. Guidance Taxi wands (night vision compatible) per applicable AEL. __|__|__

f. Heat shrink sealing the cone to the wand body per NAVAIR 51-50-ABA-1. __|__|__

g. Signal flags or panels for HIFR capable ships: one red and one green. __|__|__

4. Fire Protection – Flight Deck and Hangar

a. Saltwater Fire Plugs

(1) Hose rack with the required length of hose __|__|__

(2) One Vari-nozzle (95 gallons per minute (gpm)) __|__|__

(3) Two spanner wrenches __|__|__

(4) Hose hydro test current __|__|__

(5) Eductor __|__|__

(6) AFFF concentrate __|__|__

(7) Good material condition __|__|__

b. AFFF Fire Plugs

(1) One Vari-nozzle (125 gpm) __|__|__

(2) Hose hydro test current __|__|__

(3) Tamper Seals installed __|__|__

(4) Good material condition __|__|__

(5) Phone circuit in good material condition __|__|__
c. Portable Fire Extinguishers

(1) 15 pound Carbon Dioxide (CO2); one required per AFFF outlet

(2) 18 pound chemical dry; one required per AFFF outlet

(3) Portable extinguishers fitted with extension pipes per NAVAIR 00-80R-14 current revision

(4) PMS documented for extinguishers (PMS MIP 6641)

NOTE: Inspection tags on hangar and flight deck bottles shall be removed due to the FOD hazard. Plastic tamper seals shall be installed.

d. Crash/Rescue Tool Roll Kit

NOTE: Equipment is required as per NAVAIR 00-80R-14. All tools shall be engraved with ships hull number. Requests for waivers from these requirements are to be forwarded to COMNAVSURFPAC/COMNAVSURFLANT N42.

(1) All tools engraved with ships hull number

NOTE: Inspection tags on hangar and flight deck bottles shall be removed due to the FOD hazard. Plastic tamper seals shall be installed.

e. Crash Tool Inventory - Requirements are in addition to those listed for the tool roll.

NOTE: Equipment is required as per NAVAIR 00-80R-14. All tools shall be engraved with the ships hull number. Requests for waivers from these requirements are to be forwarded to COMNAVSURFPAC/COMNAVSURFLANT N42.

(1) Written and monitored Crash and Salvage Tool control program (LCS CLASSRON is responsible to maintain the LCS program).
YES/NO/NA

(2) All tools engraved with ships hull number  __|__|__*

NOTE: All tools shall be free of corrosion and in good working condition.

f. Protective clothing/aluminized fire protection hot suit per NAVAIR 00-80R-14.

(1) Hot Suits shall conform to current National Fire Protection Association (NFPA) standards.  __|__|__*

(2) Required number of hot suits onboard per NAVAIR 00-80R-14.  __|__|__*

(3) The third/fifth hot suit is ready service only, but shall be exhibited for certification.  __|__|__*

(4) Coats, fireman’s aluminized  __|__|__*

(5) Trousers, fireman’s aluminized  __|__|__*

(6) Gloves, fireman’s aluminized  __|__|__*

(7) Boots, insulated, with safety toes and soles  __|__|__*

(8) Aviator’s summer gloves (two pair per hot suit, stenciled with the ships name or hull number)  __|__|__*

(9) Required number of flash hoods onboard per NAVAIR 00-80R-14  __|__|__*

(10) All protective clothing items shall be properly stenciled with ship’s hull number.  __|__|__*

(11) Aluminized suits are stored on hangers  __|__|__*

(12) Hoods, fireman’s aluminized with gold flash shields  __|__|__*
CAUTION: Gold shields cannot be scratched or marred. Damaged shields lose 90 percent of their heat protection and shall be replaced immediately.

(13) Two complete positive pressure Self-Contained Breathing Apparatus (SCBA) with two spare bottles (ACS ship-less LPD). ___|___|___*

(14) Four complete positive pressure Self-Contained Breathing Apparatus (SCBA) with four spare bottles (LPD only). ___|___|___*

NOTE: Air Capable ships outfitted with positive pressure SCBA shall ensure hotsuitmen make use of them during drills after receiving proper training. Ships not yet outfitted with SCBAs may simulate their use. Per 00-80R-14, 9.3.6, SCBAs shall be made available at the scene to all fire fighters/salvage personnel required in the immediate vicinity of the aircraft mishap.

NOTE: Only coats and trousers manufactured by the same manufacturer of the same model shall be worn together by the user whenever the use of a PFFPE is required. The helmet, helmet cover and helmet shroud shall be maintained IAW NAVAIR 80R-14 Chapter 3.
AVIATION FUEL SYSTEM FOR ACS/LCS

SHIP: USS ________________________________

EVALUATOR: _____________________________ DATE: _____________

1. Instruction
   a. COMNAVSURFPAC/LANTINST 3700.1 series __|__|__
   b. Current AEL __|__|__ *

2. Publications
   a. NSTM, Chapter 542, Gasoline and JP-5 Fuel Systems (required hard copy) __|__|__ *
   b. NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual (required hard copy) __|__|__ *
   c. MIL-HDBK-844 (AS), Aircraft refueling handbook __|__|__

3. Equipment Technical Manuals
   a. Stripping pump, motor driven __|__|__
   b. Stripping pump, hand __|__|__
   c. Transfer pump __|__|__
   d. Service pump __|__|__
   e. Defuel pump __|__|__
   f. Defuel pump, portable __|__|__
   g. Three port/two way fuel/defuel valve (Cla-Val) (LPD Only) __|__|__
   h. Transfer filter __|__|__
   i. Service filter __|__|__
   j. Unloader valve __|__|__

Enclosure (5)
k. Combined Contaminated Fuel Detector (CFD) (CCFD) MIL-D-22612 Type III per AEL
   YES/NO/NA

l. Fuel System Icing Inhibitor (FSII) test
   YES/NO/NA

m. Flash Point Tester MIL-T-385/NAVIFLASH
   YES/NO/NA

n. Hose Reels
   YES/NO/NA

o. Nozzles stenciled with the ship's hull number (D-1 for Cla-Val systems and de-fueling, D-1R and CCR for HIFR capable ships)
   YES/NO/NA

4. Formal School Requirements
   YES/NO/NA

   a. C-821-2012 (Air Department) Shipboard Aviation Fuels Refresher Enlisted (70 percent of personnel assigned to the Aviation Fuels Division)
      YES/NO/NA

      YES/NO/NA

      (1) Officer (one)
      YES/NO/NA

      (2) Enlisted (two)
      YES/NO/NA

   c. AFOSS Check the ship’s annual AFOSS/verification
      YES/NO/NA

   NOTE:  Ship message to TYCOM per AFOSS user guide.

5. Logs/Records
   YES/NO/NA

   NOTE: All logs (except 5e) shall be per NAVAIR 00-80T-109 appendix (a). Locally produced logs WILL NOT be accepted.

   a. Filter/Separator (Transfer/Service)  
      Differential Pressure Record  YES/NO/NA

   b. Quality Surveillance Fuel Sample Log  YES/NO/NA
c. Aviation Fuel Quality Laboratory Report Form

  ___|___|___*

  d. Equipment Run Logs

  ___|___|___*

  e. Delivery and Underway Replenishment (UNREP) Logbook (LOCALLY GENERATED LOGS)

  ___|___|___*

  f. Fuel logs shall be checked and signed off daily by the Work center Supervisor/Chief Petty Officer (CPO)/Division Officer/Main Propulsion Assistant (MPA) verifying logs are correct and up to date.

  ___|___|___*

6. Maintenance

  a. Check that Schedule Aids are being followed and lined-out MRCs are accurate for the MIPs listed below.

  (1) MIP 5420, Aviation and General Purpose Fuels (applicable to ACS less LPD/Miscellaneous Command Ship (AGF)

  ___|___|___

  (2) MIP 6653, Test Equipment-Aviation Fuel

  ___|___|___

7. Consumables/Ready Service Spares. Quantities will reflect the ship’s APL/AEL.

  a. Detector pad, free water

  ___|___|___*

  b. Filter, Millipore

  ___|___|___*

  c. Filters, Wratten set

  ___|___|___*

  d. Spare standard Card

  ___|___|___*

  e. Can, safety five gallons

  ___|___|___*

  f. Filter elements

  ___|___|___*

  g. Kit, N-Dodecane/Propane Gas

  ___|___|___*

  h. DI-R Nozzle (In ready condition)

  ___|___|___*
i. DETECTOR-COMB CONT FUEL (In ready condition and stenciled “JP-5 Only”) __|__|__*  
j. Ground wire __|__|__*

8. Fuels Lab

a. Contaminated Fuel Detector (CFD) for solid measurement – CCFD suitable substitute stenciled “For JP-5 use only” and securely mounted. __|__|__*  
b. CFD/CCFD calibrated (per PMS) __|__|__*  
c. CFD/CCFD in good serviceable condition __|__|__*  
d. B/2 anti-icing additive test kit __|__|__*  
e. NAVIFLASH calibrated IAW PMS __|__|__*  
f. NAVIFLASH in good serviceable condition __|__|__*  
g. Is space well ventilated __|__|__  
h. Is there a facility for washing and drying bottles? __|__|__  
i. CO2/PKP bottle located within vicinity of lab __|__|__*  
j. Eye wash station located within vicinity of lab __|__|__*  
k. Test Purity utilizing the CCFD, fuel shall conform to NAVAIR 00-80T-109 (i.e. solid contamination two milligram (mg)/liter (one) max; water content ten parts per million (ppm) max. __|__|__*  
l. Test fuel using the B-2 Anti Icing Test Kit, minimum use level for USN/SH-60 is 0.03 percent/volume FSII content 0.07 minute – 0.20 max percent/volume). __|__|__*  
m. Test flash point utilizing NAVIFLASH or PENSKY-MARTENS flash point tester. __|__|__*
NOTE: Both CCFDs (Service spare and service) are required to be in ready service condition at all times. FWD requirement can be fulfilled if ship is equipped with CCFD.

9. Tasks
   a. Conduct safety walkthrough of fuels spaces
   b. Observe walk-through HIFR procedures per 00-80T-109
   c. Observe walk-through hot/cold pump procedures per 00-80T-109
PERSONNEL QUALIFICATION STANDARDS (PQS)/SCHOOL/QUALIFICATIONS
FOR AAS

SHIP: USS _____________________________________________________

EVALUATOR _____________________________ DATE _____________

YES/NO/NA

1. Aviation Facility Binder. Minimum entries per enclosure (13) __|__|__

2. Air Certification Program
   a. COMNAVSURFPAC/COMNAVSURFLANTINST 3700.1 __|__|__
   b. Previous Certification Message __|__|__*
   c. Aviation related messages/lessons learned __|__|__

3. Other Certification Programs
   a. Current Facility Certification message __|__|__*
   b. Current TYCOM SAR message __|__|__*
   c. Precision Aircraft Landing Systems (PALS) Certification __|__|__*

4. Shipboard Aviation Standard Operating Procedures
   a. Ship’s SOP tailored to suit individual unit capabilities (minimum entries per enclosure (12)). __|__|__
   b. Flight quarters roster/billets with roster (copy for ATG) __|__|__
   c. FOD council designated by letter or NOTE __|__|__

5. PQS/Formal Schools/Training
   a. Glide Slope Technician (one) (C-670-2013) (NEC: 4758)
      Name: ___________________________/PRD _____ __|__|__

Enclosure (6)
b. V/STOL/CAI Mod II Technician

Name: __________________/PRD _____             __|__|__

6. Flight Deck Training Requirements

a. Aviation firefighting lectures for V-1 and V-3 Personnel.                 __|__|__*

b. Crash and salvage crew lecture training and drills:

   (1) Provide copies of crash crew continuous on-the-job training lecture series per NAVAIR 00-80R-14, Chapter 8. (e.g. aircraft entry, hazardous ordnance/weapons cooling, composite materials clean up, etc.).            __|__|__

   (2) Provide documented proof of aviation firefighting drills being conducted. Include muster sheets and copies of drill packages per NAVAIR 00-80R-14, Chapter 8.                           __|__|__*

   (3) Present long/short range training plans per PQS Managers Guide for completion of all required training.                __|__|__

   (4) Documented flight deck crew training per reference (k).                        __|__|__*

7. Publications


b. List of required publications and instructions __|__|__

c. Phone numbers for assistance with NAVAIR publications (AIMD Central Technical Publications Library CTPL).        __|__|__

d. COMNAVSURFLANT ships refer to COMNAVSURFLANTNOTE 3710.                __|__|__
e. Aircraft Hand Signal Chart available for LSE use.  

   _|_|_|

f. COMNAVSURFPAC/COMNAVAIRPACINST 3710.3, Flight Demonstrations  

   _|_|_|

g. NAVAIR 00-25-100, NAVAIRSYSCOM Tech Manual Program  

   _|_|_|

h. NAVAIR 00-80R-14, NATOPS Aircraft Fire Fighting and Rescue Manual  

   _|_|_|

i. NAVAIR 00-80R-14-1, NATOPS U.S. Navy Aircraft Emergency Rescue Information Manual  

   _|_|_|

j. NAVAIR 00-80T-113, Aircraft Signals NATOES Manual  

   _|_|_|

k. NAVSEA Tech Manual S9086-VG-STM-010, Chapter 634, Deck Coverings (Nonskid Procedures) revision two  

   _|_|_|

l. NWP 4-01.4, Replenishment at Sea  

   _|_|_|

m. JCS Publications 3-50 and 3-50.1, Search and Rescue Manual, Volume I and II  

   _|_|_|

n. NWP 3-50.1 (revision A) Navy Search and Rescue (SAR) Manual  

   _|_|_|

o. COMNAVSURFPACINST 3721.1I series, TACAN Flight Inspection Requirements (TACAN Equipped Ship)  

   _|_|_|

p. COMNAVAIRPACINST 3750.17K, Command Attention in Aviation Safety (DET Capable ACS)  

   _|_|_|

q. NAVAIR 51-5B-2, Installation, Service, Operating and Maintenance Instruction with IPB for SGSI MK1-MOD-0 for Air Capable and Amphibious Assault Ships  

   _|_|_|

r. NAVAIR 17-1-537, Aircraft Handling and Securing Equipment with RAC-1 (Class One, Two, Two-A and Three Ships)  

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   YES/NO/NA
s. OPNAVINST 3710.7T, General Flight and Operating Instructions

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t. OPNAVINST 3750.6R, Naval Aviation Safety Program

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u. COMNAVSURFPACINST 8023.1K, Conventional Aviation Ordnance Safety and Readiness on Amphibious Aviation Ships (LHA/LHD)

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v. AV-8B/TAV-8B Shipboard Operating Bulletin

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w. NAVAIR 00-80T-106, LHA/LHD/MCS NATOPS Manual

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x. NAVAIR 00-80R-19, U.S. Navy Aircraft Crash and Salvage Operations Manual

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y. NAVAIR 51-5B-6, Installation, Service, Operations and Maintenance INST, with IPB, for Wave-Off Lights for Aviation Facility Ships with Change Three

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z. NAVAIR 51-50ABA-3, Visual Landing Aids on LHA Class Ships, Operating and Maintenance INST with IPB with Change Four (LHA, LHD)

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aa. NAVAIR 00-80T-122, NATOPS Helicopter Operations Procedures

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bb. Aircraft NAVAIR crane manual

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8. The following pages list the minimum positions and associated qualifications for shipboard flight operations. Each billet must be filled by a qualified individual; no individual may fill more than one billet except as specifically noted in this instruction. Training jackets are required for all personnel who hold billets to include PQS qualifications and any pre-requisite qualifications. All positions shall be verified by ATG using RADM or FLTMPS print outs to support current qualifications and schools.
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<td>MOBILE FIRE FIGHTING VEHICLE (MFFV) P-25 (320)</td>
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<td>CRASH AND SALVAGE LPO (322)</td>
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1. Must be filled by one qualified person per billet unless noted otherwise.

2. Crash forklift and crane operator can be filled by the same person if qualifications and required SE licenses are in place.

3. Aircraft Elevator Operators may fill sound powered phone operator billets if qualifications are in place.

4. Crash and Salvage crash crane operator may fill crash forklift operator billet if qualifications are in place.
5. Flight deck leading petty officer and CPO may fill AV-8 launch officer billets.

6. Flight deck directors may also fill flight deck LSE billets.

Crash, Salvage and Rescue Crewmembers Training:

*Personnel Assigned as crash and rescue crewmembers will attend (as a team) the aircraft firefighting shipboard team training course C-780-2012 once during a 18 month cycle or whenever the team experiences a greater than 40 percent turnover.

Total number of personnel that attended course C-780-2012: __________ out of ________ have attended

“ABH” AMPHIB REFRESHER:

*A minimum of 24 ABHs must attend course C-604-2027 within the past 24 months. ______ out of ________ have attended.

---

**PQS CHECKLIST – LHA/LHD**

(V-1 DIVISION)

(SGSI TECH)

<table>
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<tr>
<th>POSITION</th>
<th>NAME</th>
<th>SCHOOL DATE</th>
<th>PRD/EAOS</th>
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<tbody>
<tr>
<td>SGSI TECHNICIAN</td>
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# PQS Checklist - LHA/LHD

**(V-3 Division)**

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<tr>
<th>POSITION</th>
<th>NAME</th>
<th>F/F DATE *</th>
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<th>FLT DECK OBS PQS DATE COMP *</th>
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</table>
1. Must be filled by one qualified person per billet, however, exceptions apply as per the following:

2. Aircraft Elevator Operator may fill sound powered phone operator billets.

3. V-3 CONFLAG Operators and Chock and Chain Handlers can be filled by the same person if qualifications are in place.

4. Dolly operators and Tractor Drivers can be filled by the same person if qualifications and SE licenses are in place.
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<thead>
<tr>
<th>POSITION</th>
<th>NAME</th>
<th>F/F DATE *</th>
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<th>FLT DECK PHYS *</th>
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- "Y/N" indicates a yes/no answer.
## PQS CHECKLIST - LHA/LHD
### (V-4 DIVISION)

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</table>
1. Fuels security may be filled by any fuels security qualified personnel.

2. Refueling crew leader and fuel repairman billets can be filled by the same personnel if proper qualifications are in place.

3. Flight Deck Supervisor and Fuel Repair Supervisor can be the same personnel if proper qualifications are in place.

SHIPBOARD AVIATION FUELS REFRESHER COURSE:

*70 percent of all personnel assigned to Aviation Fuels Division must have attended course C-821-2012 within the past 24 months. _____ out of _____ have attended.
FLIGHT DECK GEAR/FIRE FIGHTING EQUIPMENT FOR AAS

SHIP: USS _____________________________________________________

EVALUATOR: ________________________________ DATE: ____________

1. Flight Deck Condition

   YES/NO/NA

   a. Flight deck condition: free of JP-5, oil and grease
      __|__|__

   b. Flight deck free of FOD materials for flight operations
      __|__|__

   c. Flight deck flush deck AFFF nozzles (Random visual check)

      (1) Free of debris
      __|__|__

      (2) Documentation that PMS has been completed (PMS MIP-5551)
      __|__|__

2. Aircraft Elevators. Aircraft elevator stanchions instructions and safety precautions posted OPNAVINST 5100.19

   __|__|__

3. Flight Deck Clothing

   a. Check maintenance and documentation record for MK-1 life vest (PMS MIP-5832). MK-1 life vest shall include: bladder, auto inflation device, cover, whistle, strobe light, dye marker, and Man Overboard Indicator (MOBI). Back of outer covers shall be stenciled with the ship’s hull number.
      __|__|__*

   b. MK-1 Life vest allowance per ships AEL
      __|__|__*

   c. Check maintenance and documentation records for cranial helmets (PMS MIP-5882). Cranial helmets shall include sound attenuators, goggles, hard shell covers and cloth liner. Back of hard shell covers shall be stenciled with the ship’s hull number.
      __|__|__*

   d. Cranial allowance per ships AEL
      __|__|__*
e. Fire retardant jerseys (two per each MK-1, stenciled) and trousers (each member of the flight deck crew shall be issued fire retardant clothing per reference (t)).

f. Steel toe safety shoes (each member of the flight deck crew shall be issued safety shoes per NAVSUP PUB 485) (NAVAIR 00-80T-106)

g. 100 percent Leather Gloves for Flight Deck Personnel

h. 100 percent Leather Gloves for Flight Deck Fire Fighting/ Crash and Salvage Personnel

4. Guidance Taxi Wands. Two per spot with heat shrink or black electrical tape sealing the cone to the body of the wand (night vision compatible).

5. Support Equipment

a. ALBAR Universal Tow Bar, quantity (qty) ______. ___|___|

b. Tie-downs (TD-1B) as per AEL qty ______. The ship’s name or hull number shall be impression stamped with 3/8 inch lettering on the hand wheel assembly tensioning nut (Reference (b) and NAVAIR 17-1-537), Correct quantity of 14’ TD-1B assemblies for MV-22 and H-60.

c. Wheel chocks (NWC-4), qty ______. ___|___|

d. VERTREP Equipment

(1) Grounding device P/N 1610-AS-100-1 ___|___|

(2) Rubber gloves (two pairs) (Class three, Type One) ___|___|

e. Tow tractor A/S32A-31A ___|___|

(1) Material condition _________________. ___|___|

(2) Instructions and safety precautions posted ___|___|
6. **Status boards maintained on following:**
   a. Aircraft ordnance loads
   b. Equipment status
   c. Flight quarters check-off lists
   d. Mobile firefighting units
   e. Aircraft elevators

7. **Saltwater Fire Plugs**
   a. Hose rack with the required length of hose
   b. One Vari-nozzle
   c. Two spanner wrenches
   d. Hose hydro test current
   e. Good material condition

8. **AFFF Fire Plugs**
   a. One Vari-nozzle (125 gpm)
   b. Hose hydro test current
   c. Tamper Seals installed
   d. Good material condition
   e. Phone circuit in good material condition

9. **Portable Fire Extinguisher**
   a. One CO2 and PKP per AFFF station
   b. One 15 lb. CO2 “Longhorn” extinguisher per landing spot; three-foot extension for H-60 TMS; five-foot extension for H-46; and seven-foot special wand for MV-22.
NOTE: Inspection tags on hangar and flight deck bottles shall be removed due to the FOD hazard. Plastic tamper seals shall be installed.

10. Mobile Firefighting Equipment
   a. MFFV two P-25s __|__|__
   b. Good material condition __|__|__
   c. Instructions and safety precautions posted (per General Specifications (GENSPECS)) __|__|__
   d. Hose hydro test current __|__|__
   e. Gauges, calibration up to date __|__|__

11. Crash and Salvage Publications
   a. Cockpit and forcible entry display charts for embarked aircraft. __|__|__
   b. NAVAIR 00-80R-14, NATOPS U.S. Navy Aircraft Firefighting and Rescue Manual __|__|__*
   c. NAVAIR 00-80R-14-1, NATOPS U.S. Navy Aircraft Emergency Rescue Information Manual __|__|__*
   d. NAVAIR 00-80R-19, NATOPS U.S. Navy Aircraft Crash and Salvage Operations Manual (Afloat) __|__|__*
   e. AEL No. 2-830024032, Aircraft Crash and Rescue for LHA/LHD __|__|__
   f. NAVSHIPS Technical Manual Chapter 555, Firefighting __|__|__
   g. NAVAIR 00-80T-113, Aircraft Signals NATOPS Manual __|__|__*

12. Flight Deck Tool Inventory
NOTE: The flight deck crash, salvage, and rescue team shall maintain firefighting and rescue tools as required by NAVAIR 00-80R-14, Chapter 8, and applicable AELs. Requests for waivers from these requirements are to be forwarded to COMNAVSURFPAC/COMNAVSURFLANT N42.

a. Tool inventory complete and accurate
   YES/NO/NA
   __|__|__*  

b. Written and monitored Crash and Salvage Tool control program
   YES/NO/NA
   __|__|__*  

c. Tools stenciled with ships hull number
   YES/NO/NA
   __|__|__*  

13. Flight Deck Crash and Salvage Tool Roll

   a. Minimum of one tool roll/kit as per NAVAIR 00-80R-14
   YES/NO/NA
   __|__|__*  

14. Protective Clothing

NOTE: Hot suits shall conform to current NFPA standards per NAVAIR 00-80R-14. Only coats and trousers manufactured by the same manufacturer of the same model shall be worn together by the user whenever the use of a PFFPE is required.

   a. Protective clothing/aluminized

      (1) LHA/LHD: Per reference (o)
      YES/NO/NA
      __|__|__*  

      (2) Two additional sets are required to be maintained onboard for back-up
      YES/NO/NA
      __|__|__*  

      (3) Coats, fireman’s aluminized
      YES/NO/NA
      __|__|__*  

      (4) Trousers, fireman’s aluminized
      YES/NO/NA
      __|__|__*  

      (5) Gloves, fireman’s aluminized
      YES/NO/NA
      __|__|__*  

      (6) Boots, insulated, with safety toes and soles
      YES/NO/NA
      __|__|__*  

      (7) Hoods, fireman’s aluminized with gold flash shields
      YES/NO/NA
      __|__|__*  

5
YES/NO/NA

(8) Flash hoods (eight)                        __|__|__*

(9) Aviator’s summer gloves two pair per hot suit __|__|__*

(10) Hot suits shall be stenciled on the inside of the suit liner and shell with the ship’s name or hull number __|__|__*

CAUTION: Gold shields cannot be scratched or marred. Damaged shields lose 90 percent of heat protection and shall be replaced immediately.

(11) Various block and tackle (reference: AEL 2-830024032) __|__|__*

(12) Manila line (reference (p))

(a) Four 50 ft. lines, 1/2 or 3/4 inch diameter __|__|__*

(b) Four 100 ft. lines, 1/2 or 3/4 inch diameter __|__|__*

(13) Eight 10,000 lb. nylon straps __|__|__*

(14) 12 TD-1 tie downs __|__|__*

15. Fire Fighting, Rescue, Salvage Equipment

a. Aircraft crash crane __|__|__

b. Crash fork lift __|__|__*

c. Padded rescue basket (weight test) __|__|__

d. Padded finger Booms (weight test) __|__|__

e. Padded pallet __|__|__

f. Belly Band slings per NAVAIR 00-80R-19; two each (20′, 30′, 40′ and 50′) __|__|__

g. Crash dollies with pads __|__|__
h. Universal salvage harness P/N 1359AS600-1  __|__|__

i. All manufactured hoisting slings for embarked aircraft types need to be onboard prior to flight operations.  __|__|__

16. Day and Night AV-8 Tote Boards
   a. Aircraft side number  __|__|__
   b. Nozzle setting  __|__|__
   c. Trim setting  __|__|__
   d. Gross weight  __|__|__
   e. Water (wet/dry)  __|__|__
   f. Means of lighting for night operations  __|__|__
   g. Take off distance  __|__|__

17. Hangar Deck Condition
   a. Hangar deck condition: free of JP-5, oil and grease  __|__|__
   b. Hangar deck free of FOD materials  __|__|__

18. Hangar Deck Status Board
   a. Equipment  __|__|__
   b. Aircraft  __|__|__

19. Hangar Deck Protective Clothing
   a. LHA/LHD: Per reference (o)  __|__|__*
   b. Coats, fireman’s aluminized  __|__|__*
   c. Trousers, fireman’s aluminized  __|__|__*
   d. Gloves, fireman’s aluminized  __|__|__*
e. Boots, insulated with safety toes and soles __|__|__*  

f. Hoods, fireman’s aluminized with gold flash shields __|__|__*  

g. Flash hoods (five) __|__|__*  

h. Aviator’s summer gloves, two pair per hot suit __|__|__*  

i. Hot suits shall be stenciled on the inside of the suit liner and shell with the ship’s hull number or name. __|__|__*  

j. (26) 45-minute positive-pressure SCBA’s (which includes bottles) will be prepositioned in or near the hangar bay for use by Hotsuitmen and Air Department personnel and clearly marked as such (if not located in the hangar bay, location of equipment shall be worded in ships hangar bay fire doctrine). __|__|__*  

k. (26) spare 45-minute air bottles __|__|__*  

l. Seven complete positive pressure SCBA’s __|__|__*  

m. Documentation of required crash and salvage training per NAVAIR 00-80R-14 __|__|__  

20. Hangar Deck Tool Inventory  

**NOTE:** Equipment is required as per NAVAIR 00-80R-14. All tools shall be engraved with ships hull number. Requests for waivers from these requirements are to be forwarded to COMNAVSURFPAC/COMNAVSURFLANT N42.  

a. Tool inventory box complete and accurate __|__|__*  

b. Written and monitored tool control program __|__|__*  

c. Tools stenciled with ships hull number __|__|__*  

21. Hangar Deck Tool Roll
NOTE: Equipment is required as per NAVAIR 00-80R-14. All tools shall be engraved with ships hull number. Requests for waivers from these requirements are to be forwarded to COMNAVSURFPAC/COMNAVSURFLANT N42.

a. Tool roll complete and accurate

b. Tools stenciled with ships hull number

22. Hangar Deck Applicable Clothing

a. Check maintenance and documentation record for MK-1 life vest (PMS MIP-5832). Mk-1 life vest shall include: bladder, auto inflation device, cover, whistle, strobe light, dye marker, and Man Overboard Indicators. Back of outer covers shall be stenciled with the ship’s hull number.

b. MK-1 Life vest allowance per ships AEL

c. Maintenance and documentation records for cranial helmets (PMS MIP-5882) including sound attenuators, goggles, hard shell covers and cloth liner. Back of hard shell covers shall be stenciled with ship’s hull number.

d. Cranial allowance per ships AEL

e. Jerseys (two per each MK-1, stenciled) (AEL)

f. Steel toed safety shoes (each member of the flight/hanger deck crew shall be issued safety shoes per NAVSUP PUB 485).

23. Ground Support Equipment – Hangar

a. Tie-downs (TD-1B) 9’ and 14’ qty ______.

b. The ship’s hull number or 3M code shall be impression stamped with 3/8 inch lettering on the hand wheel assembly tensioning nut (NAVAIR 17-1-537)

c. Material condition __________.
d. Spotting dollies

(1) Material condition _______.
(2) Instructions and safety precautions posted
(Reference: OPNAVINST 5100.19D)

e. Wheel chocks, NWC-4 Qty ______.

24. Hangar Deck Fire Protection

a. Salt water fire plugs
b. Hose rack with the required length of hose

(1) One vari-nozzle or Navy all-purpose nozzle
(2) Two spanner wrenches
(3) Hydrostatic test current
(4) Equipment list posted

25. AFFF Fire Plugs

a. One Vari-nozzle (125 gpm)
b. Hose hydro test current
c. Tamper Seals installed
d. Good material condition
e. Phone circuit in good material condition
f. Portable fire extinguishers

(1) One CO2 and one PKP extinguisher per AFFF station
(2) One 15 lb. CO2 “Longhorn” extinguisher per Landing spot; three-foot extension for H-60 TMS; five-foot extension for H-46; and seven-foot special wand for MV-22.
NOTE: Inspection tags on hangar and flight deck bottles shall be removed due to the FOD hazard. Plastic tamper seals shall be installed.
AVIATION FUEL SYSTEM FOR AAS

SHIP: USS _____________________________________________________

EVALUATOR: ________________________________ DATE: ____________

YES/NO/NA

1. TYCOM Instruction/Publication
   a. COMNAVSURFPAC/COMNAVSURFLANTINST 3700.1 __|__|__

2. Publications
   a. NSTM, Chapter 542, Gasoline and JP-5 Fuel Systems. (required hard copy) __|__|__*
   b. NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual. (required hard copy) __|__|__*
   c. MIL-HDBK-844 (AS), Aircraft Refueling Handbook __|__|__
   d. NAVAIR 00-80T-106, LHA/LHD NATOPS Manual __|__|__

3. Equipment Technical Manuals
   a. Stripping pump, motor driven __|__|__
   b. Stripping pump, hand __|__|__
   c. Transfer pump __|__|__
   d. Service pump __|__|__
   e. Defuel pump __|__|__
   f. Defuel pump, portable __|__|__
   g. Three port/Two way fuel/defuel valve (Cla-Val) __|__|__
   h. Purifier __|__|__
   i. Transfer filter __|__|__
   j. Service filter __|__|__

Enclosure (8)
k. Free Water Detector (FWD) MIL-D-81227

l. CFD MIL-D-22612 Type II

m. CCFD MIL-D-22612 Type III

n. FSII test kit

o. Flash Point Tester MIL-T-385/NAVIFLASH

4. Formal School Requirements. C-821-2012 (Air Department)
Shipboard Aviation Fuels Refresher Enlisted
(70 percent of personnel assigned to the Aviation Fuels
Division within the past 24 months).

5. Fuels Lab

a. Free Water Detector (FWD) for free water
measurement – CCFD or suitable substitute

b. FWD provided with current standard (per PMS)

c. FWD in good serviceable condition

d. CFD for solid measurement – CCFD suitable
substitute

e. CFD/CCFD calibrated (per PMS)

f. CFD/CCFD in good serviceable condition

g. NAVIFLASH calibrated IAW PMS

h. NAVIFLASH in good serviceable condition

i. B/2 anti-icing additive test kit

j. Fuel sampling kits (NSN 9Q 8115-00-719-4111)
provided

k. Is the space well ventilated?

l. Is there a facility for washing and drying
bottles?
m. Is there a CO2/PKP fire bottle located in the vicinity of the lab? ___|___|__*

n. Is there an eyewash station located within the vicinity of the lab? ___|___|__*

o. Test Purity utilizing the CCFD; fuel shall conform to NAVAIR 00-80T-109 (i.e. solid contamination two mg/l max; water content ten ppm max.) ___|___|__*

p. Test fuel using the B-2 Anti-icing Test Kit; minimum use level for USN/SH-60 is 0.03 percent/volume) FSII content 0.07 min – 0.20 max percent/volume) ___|___|__*

q. Test flash point utilizing NAVIFLASH flash point tester or PENSKY-MARTENS ___|___|__*

6. Logs/Records

NOTE: All logs (except 6e) shall be per NAVAIR 00-80T-109 appendices (A). Locally produced logs WILL NOT be accepted.

a. Filter/Separator (Transfer/Service) Differential Pressure Record ___|___|__*

b. Quality Surveillance Fuel Sample Log ___|___|__*

c. Equipment Run Logs ___|___|__*

d. Aviation Fuel Quality Laboratory Report Form ___|___|__*

e. Delivery and UNREP Log (locally generated log) ___|___|__*

f. Fuel logs shall be checked and signed off daily by the Work center Supervisor/CPO/Maintenance Officer verifying logs are correct and up to date. ___|___|__*

7. Maintenance

a. Check that Schedule Aids are being followed and lined-out MRCs are accurate for the MIPs listed below:

(1) MIP 5420, Aviation and General Purpose Fuels ___|___|__
(2) MIP 6653, Test Equipment-Aviation Fuels

---

8. **Consumables/Ready Service Spares.** (Quantities will reflect the ship’s APL/AEL).

   a. DETECTOR-COMB CONT FUEL
   b. Filter, Millipore
   c. Spare standards, FWD
   d. Can, safety five gallons
   e. Buckets, plastic three gallons
   f. Glass bottles with plastic caps

TRAINING TEAM ASSESSMENT AND DRILL GUIDE

Evaluation of the aircraft fire drill will be per standards set forth in NAVAIR 00-80R-14 and SFRM grade sheets.

The training team assessment is designed to allow ATG to evaluate the training team’s ability to plan, brief, conduct and debrief aviation drills. Since ACS ships do not have dedicated aviation training teams (ATT) common discrepancies found by ATG are often related to a lack of familiarity with the NAVAIR 00-80R-14 and other aviation guidance. The following are recommendations for the conduct of the drill which will help to ensure the effort put forth by the Damage Control Training Team (DCTT) or ATT results in the maximum benefit.

1. Ships should enter the training environment prior to conducting aviation related drills.

2. Ships should set flight quarters as though at sea. Take the time to go through the steps properly. The fewer simulations the better for the watch standers. This allows them to get into the proper mindset.

3. All applicable R-PMS checks should be conducted as though setting flight quarters.

4. ACS with an independent duty corpsman have a de facto Medical Training Team (MTT) and per the (Surface Force Training Manual (SFRM), the drill shall be integrated. Medical shall have objectives for whatever injuries the crewmen sustain. MTT brief should be incorporated into the DCTT/ATT brief. Integration point is where the crash crewmen hand over the injured personnel.

5. The drill scenario needs to include a weapon on the helicopter. It can be forward firing or a torpedo. Use a DCTT/ATT member to stand in as the Explosive Ordnance Disposal (EOD)/Team Member (TM) as required.

6. Recommend reproducing the background assistance portion of the 80R-14 which states the required equipment for background and provide a copy to the background assistance leader to use as a checklist.

7. During the drill, central control should be manned, the appropriate repair locker should be manned and investigators
should be sent out. ATG will be looking to see that appropriate boundaries are set during the flight deck fire.

8. Crash and salvage teams are assessed according to the standards set forth in the 00-80R-14 and the 80R-14-1 (for sequence of overhaul procedures and aircraft shut down procedures). DCTT has to be familiar with the appropriate sections of these pubs.

9. Recommend making laminated “smart cards” for your key watch team personnel (scene leaders and background assistance at a minimum) in order to help facilitate their ability to follow the proper procedures and steps.

10. ATG will ask level of knowledge questions to both the watch standers and DCTT and ATG expects the Training Team (TT) to ask watch standers Level of Knowledge (LOK) questions during the drill as well.

11. The following minimum equipment for training required to perform drills must be met prior to running drills:

   a. Clear and unobstructed Flight and Hangar decks
   
   b. Crack and Salvage Equipment (1-haligan tool or Crash Axe)
   
   c. Two Proximity Suits
   
   d. Three complete firefighting stations (2-AFFF, 1-Salt water)
   
   e. One inline educator for each salt water station
   
   f. 15-AFFF containers
   
   g. Portable fire fighting extinguishers
   
   h. Flight and Hangar deck fuels stations and associated equipment
   
   i. Primary and secondary communications

12. Drill requirements for certification and sustainment are outlined in enclosure (17) and can be found in references (e), (g) Tab B, and (h).
NOTE: Sample drill packages are located on the ATG website under toolbox.
FLIGHT DECK OPERATIONS DEMONSTRATION SOE FOR ACS/LPD

SCHEDULE OF EVENTS

1. The following list of events should be used to schedule the day and night flight operations:

EVENT NO. _____ DAY EVENTS:

01 - ___ Complete flight quarters checklist (ATG will verify)

02 - ___ FOD Walkdown (ATG Assessors check for deck preparation)

03 - ___ Brief the flight deck crew on flight operation handling, refueling procedures and flight deck emergency procedures

04 - ___ ATG Assessors inspect HCO tower for the following publications

    a. NAVAIR 00-80T-122

    b. Shipboard aviation facilities resume

    c. Flight operations checklist

05 - ___ Recover helicopter (six total evolutions)

06 - ___ Hot refuel helicopter (one refueling evolution/day or night)

07 - ___ Demonstrate ability to conduct Helicopter In-Flight Refueling (HIFR). No actual transfer of fuel required. **HIFR CAPABLE SHIPS ONLY.**

08 - ___ Conduct VERTREP evolutions (with one helicopter). 500 lb minimum dummy VERTREP load required (five pickup and drop offs)

09 - ___ De-brief the flight deck crew
EVENT NO. ___ NIGHT EVENTS:

01 - ___ Recover helicopter. (12 total evolutions: six non-NVD and six NVD).

02 - ___ Hot refuel a helicopter if not completed during the day event

03 - ___ De-brief the flight deck crew

NVD Operations: NVD Aided Qualification confers NVD Unaided Qualification. However, Unaided NVD DOES NOT confer NVD Aided Qualification.

NOTE: ATG will utilize SFRM grade sheets to assess all air demonstration operations.
FLIGHT DECK OPERATIONS DEMONSTRATION SOE FOR LHA/LHD

SCHEDULE OF EVENTS

1. The following list of events should be used to schedule the day and night flight operations:

EVENT NO. ___ DAY EVENTS:

01 - ___ Complete flight quarters checklist. (ATG Assessors will verify)

02 - ___ FOD walkdown (ATG Assessors check for deck preparation)

03 - ___ Brief the flight deck crew on flight operations handling, refueling procedures and flight deck emergency procedures

04 - ___ Recover and launch SAR/Plane Guard helicopter if not already airborne

05 - ___ Recover two or more helicopters on multiple spots (24 total evolutions)

___ - ___ Recover two or more fixed wing aircraft on spot seven and/or nine (eight total evolutions)

___ - ___ Recover two or more tilt rotor aircraft on spot two, four, seven, and nine (16 total evolutions)

08 - ___ Hot refuel helicopter (one refueling evolution/day or night)

09 - ___ Launch helicopters (24 total evolutions)

        Launch fixed wing aircraft (eight total evolutions)

        Launch tilt rotor aircraft (16 total evolutions)

10 - ___ Conduct VERTREP evolutions (with one helicopter). 500 lb minimum dummy VERTREP load required (five pickup and drop offs).
EVENT NO. ___ NIGHT EVENTS:

01 - ___ Launch the SAR/Plane Guard helicopter if not already airborne.

02 - ___ Recover two or more helicopters on spot one, two, five and six (24 total evolutions: 12 Non-NVD and 12 NVD)
__ - ___ Recover two or more fixed wing aircraft on spot seven (eight total evolutions)
__ - ___ Recover two or more tilt rotor aircraft on spot two, four, seven and nine. (16 total evolutions/minimum eight NVD)

03 - ___ Hot refuel helicopter (if not completed during day event)

04 - ___ Launch helicopters (24 total evolutions/12 Non-NVD and 12 NVD)
__ - ___ Launch fixed wing aircraft (eight total evolutions Non-NVD/NVD)
__ - ___ Launch tilt rotor aircraft (16 total/minimum eight NVD operations)

05 - ___ De-brief the flight deck crews

NVD Operations: NVD Aided Qualification confers NVD Unaided Qualification. However, Unaided NVD DOES NOT confer NVD Aided Qualification.

NOTE: ATG will utilize SFRM grade sheets to assess all Air Demonstration operations.
SURFACE AVIATION OPERATIONS BILL

1. The Surface Aviation Operation Bill shall be tailored to each ship and include standard operating procedures for the following:

   a. Responsibilities and required training of aviation personnel
   b. Ship’s level/certification and clearance requirements
   c. Helicopter operation safety
   d. Standard commands
   e. Underway launching/recovery
   f. RAST launching/recovery
   g. IFR recovery
   h. Helicopter stowage/movement
   i. Night operations
   j. NVD operations
   k. Lost communications/lost aircraft procedures
   l. Crash rescue procedures
   m. Maneuvering restrictions during flight operations
   n. Cold weather operations
   o. HIFR
   p. Helicopter ordnance/Active Electronic Countermeasures (AECM) handling Hazards of Electromagnetic Radiation to Ordnance (HERO)
   q. VERTREP
   r. Personnel or light cargo transfer
   s. Emergency procedures

Enclosure (12)
t. Mishap procedures

u. Helicopter characteristics and wind envelopes

v. FOD program – include description of FOD council responsibilities

w. Flight quarters assignments
<table>
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<tr>
<th>Nomen</th>
<th>Prime Mfr #Part Number</th>
<th>LHD A/A</th>
<th>LHD A/A Sea Trials/ARQ/1.4A</th>
<th>LHD A/A Helo Demo/1.4A</th>
<th>Source/Remarks</th>
<th>LPD-17 Quals &amp; Certs</th>
<th>LPD-4 Quals &amp; Certs</th>
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<td>*AEL 96 ea (Note 8)</td>
<td>*AEL 96 ea (Note 8)</td>
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<td>01-058-5617</td>
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<td>Tractor, Acct Towing A/831A-315</td>
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<td>LHD / LHA-24</td>
<td>LHD-4 Quals &amp; Carts (Reps)</td>
<td>LHD-4 Quals &amp; Carts (Reps)</td>
<td>LHD-12 Quals &amp; Carts (Reps)</td>
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**NOTES:**
1. IMEL is provided by operational designated support unit (LSA/LHD).
2. LD-17 Class AEL 2-30004026.
3. LD-4 Class AEL 2-30004025.
4. Aircraft sling allowance per ship employment per ACE composition. (*NIM) designates new aircraft requirements to be added to NA 00-800-19. LHA/LHD Support Equipment Matrix (2 of 2)
AVIATION FACILITIES BINDER STRUCTURE

1. Each Aviation Facility Coordinator shall maintain a reference binder to facilitate job continuity and ready access to important aviation facility information and documentation. This file shall be reviewed/updated quarterly and shall contain the following items at a minimum:

a. Aviation Binder quarterly review/update sheet

b. A current copy of COMNAVSURFPAC/COMNAVSURFLANTINST 3700.1

c. A current copy of the applicable Facilities Bulletin

d. A copy of the latest Air Certification results

e. NAVAIR certification guidelines

f. Current SAR evaluation

g. Facility Certification Documentation

   (1) Facility Certification results message

   (2) Certification recommendation message (new construction ships only)

h. Testing documentation (1-Memo each from custodian of equipment, or system, to commanding officer as per sample in enclosure (16)):

   (1) Safety Net Load Test

   (2) Pad Eye Load Test

   (3) AFFF analysis

   (4) Alternating Current (AC)/Direct Current (DC) Load bank

   (5) Hangar Sprinkling System memo

   (6) Flight Deck Sprinkling System Memo for landing area

   (7) Helicopter Maintenance Hoist Load Test
(8) JP-5 Storage Tank inspection memo

(9) TACAN Certification

i. Training documentation

(1) Current copy of ship’s Collateral Duty List

(2) HCO/FDO/LSE school graduation, fire-fighting course completion and PQS

(3) JP-5 Fuels officer and enlisted school and PQS

(4) Surface Rescue Swimmer School completion letters

(5) RAST Technician EM/EN School completion and PQS qualifications achieved

(6) SGSI Technician School completion

(7) Flight Deck Fire Team School completion and PQS

j. Copy of current Watch Team Replacement Plan (WTRP)

k. Copy of Surface Aviation Operation Bill

l. A locator file for all required instructions

m. Review current Aviation Facility CASREPs
AMPHIBIOUS AIR TRAFFIC CONTROL CENTER (AATCC) CERTIFICATION REQUIREMENTS AND CHECKLIST

1. This governing document specifies criteria for the Amphibious Air Traffic Control Center (AATCC) certification dependency/SFRM required event mandated in reference (g).

2. The Amphibious Air Traffic Control Evaluation team shall inspect and evaluate OC Division IAW procedures contained in reference (l). In doing so, they are charged with certifying the AATCC Team as "safe to conduct flight operations".

NOTE: With the exception of aircraft conducting Precision Approach Landing System (PALS) Certification flight testing, flight operations shall not be conducted prior to receipt of the AATCC Certification, unless AATCC certification is in progress, or TYCOM designated ATC representative is on board supervising the AATCC watch team.

   a. Limited rotary wing operations can be authorized prior to AATCC certification by OPNAV or fleet commanders to support contractor Sea Trials, when requested by NAVSEA Supervisor of Ships.

   b. Waivers are required for all flight operations not otherwise covered in the above paragraph prior to AATCC Certification. LHA/LHD CO’s shall submit formal request by naval message to COMNAVSURFLANT N427 or COMNAVSURFPAC N74 and info their assigned ISIC.

AATCC Certification:

1. AATCC Certification is the means by which COMNAVSURFLANT N427 and COMNAVSURFPAC N74 evaluate the LHD/LHA's ability to conduct routine day/night aircraft launch and recovery operations in a safe manner per current directives. AATCC certification shall be conducted for non-forward deployed LHD/LHA's following any 120-day period in which flight operations were not conducted or no more than 27 months regardless of the days since last fixed wing flight operations.

NOTE: The 120-day rule starts after either the last CASE III fixed wing flight operations or receipt of an overall grade of SATISFACTORY from the TYCOM AATCC Evaluation Team during the formal AATCC Team Trainer course at NATTC Pensacola, FL.
2. The following items require completion prior to the ATC certification dependency/SFRM required event mandated in ref (g):

   a. The designated AATCC watch team shall attend team training within 120 days prior to the SFRM required event AIR 1.4B. This requirement may be extended due to ship scheduling or training availability to no more than 120 days prior to SFRM required event AIR 1.4A.

   NOTE: AATCC shall be fully manned for team trainer per the enclosed AATCC Team Trainer PQS matrix. In the event AATCC watch station qualifications requirements cannot be met, procedures for issuing an interim qualification listed in Navedtra 43100-1 shall be adhered to. Additionally, the TYCOM AATCC Evaluator shall observe and issue any interim qualification to the trainee in question at the formal AATCC Team Trainer course.

   b. PALS Certification. SFRM required event IAW ref (g).

   c. Administrative portions of the enclosed AATCC Quality Assessment Checklist for air certification of LHA/LHD ships. The AATCC checklist assesses the AATCC training program, provides ATC certification oversight required in ref (s) and requires an inspection and assessment of ATC equipment (SPN-43C, SPN-35C, SPN-41A, TPX-42, TACAN, ATC communications systems and ATC radar consoles) post PALS certification and AVCERT. The checklist must be completed prior to the start of SFRM required event AIR 1.4B (HELO DAY). Additionally, at least 80% of all administrative line items must be met with full compliance with a plan in place to correct all deficiencies. The administrative portions of the checklist may be conducted in conjunction with SFRM required event AIR 1.4A (in port).

3. The following demonstrations shall be completed by AATCC during SFRM required event AIR 1.4B and are the criteria which will be utilized for assessing, certifying and inspecting AATCC in completion of the ATC certification dependency/SFRM required event mandated in reference (g) and completion of the operational portions of the enclosed AATCC Quality Assessment Checklist for air certification of LHA/LHD ships:

   a. Case I Aircraft Recovery - demonstrate and maintain the ability to plan, conduct and coordinate flight operations by controlling an aircraft case I recovery.
b. Case III Aircraft Recovery (Multiple Arriving Aircraft) - demonstrate and maintain the ability to plan, conduct and coordinate Carrier Controlled Approaches (CCA) IAW reference (1). A minimum of two aircraft shall be utilized to demonstrate AATCC's ability to MARSHAL aircraft, issue expected approach times and radar vector aircraft in the CCA pattern during certification events CE15, CE17, and CE19 (if assigned tilt-rotor aircraft). After initial MARSHAL recovery, a minimum of four CCA's (CE15) and two CCA's (CE17 and CE19) shall be conducted (per aircraft) to observe AATCC's ability to satisfy case III certification requirements. To conduct case III certification the ship's weather conditions must meet or exceed case II minimums (500/1 ceiling/vis or better for helicopters/tilt-rotor aircraft and 800/5 ceiling/vis or better for fixed wing). Fixed wing special case II conditions (800/3 ceiling/vis or better) shall not be utilized during AATCC case III certification without concurrence of the ship's commanding officer.

c. Case III Aircraft Departures (Control Departing Aircraft) - demonstrate and maintain the ability to plan, conduct and coordinate case III departures IAW with reference (1) during certification events CE15, CE17, and CE19 (if assigned tilt-rotor aircraft). A minimum of two aircraft shall be utilized for each CE with a minimum of two departures per aircraft.

d. TACAN Approach - demonstrate and maintain the ability to issue TACAN instructions to arriving aircraft. A minimum of two aircraft shall be utilized. A minimum of two TACAN approaches shall be conducted (per aircraft). CCA requirements listed in 3B (CE15) may be fulfilled using TACAN approach requirements if final controller monitors the TACAN approach using SPN-35.

4. AATCC Certification Demonstration Requirements:

a. Demonstration 3A must be successfully completed by AATCC prior to the ship conducting any Case I (day or night) flight operations. It shall be completed during initial aircraft fly-on for SFRM required event AIR 1.4B.

b. Demonstrations 3B, 3C and 3D above must be successfully completed by AATCC prior to the ship conducting any case II/III (day or night) flight operations. They shall be conducted during AIR 1.4B in conjunction with the following Air Certification Exercises (CE):
(1) CE15 - Launch and Recover Helicopter (Day)

(2) CE17 - Launch and Recover Fixed Wing Aircraft (Day)

(3) CE19 - Launch and Recover Tilt Rotor Aircraft if Unit is Assigned Tilt-Rotor Aircraft. (Day)

5. To retain certification, the AATCC watch team must be able to show completion of the following Repetitive Exercises (RE) looking back over the most recent 120-day period:

   a. Conduct ten CCA Approaches

   b. Conduct two TACAN Approaches

   c. Conduct two Case III Departure/Recovery Cycles (two aircraft minimum)

6. AATCC certifications shall be conducted within the FRTP 27-month cycle. If it is anticipated that the ship's operational cycle will be extended beyond 27 months, a re-evaluation of AATCC's case III performance and a review of the AATCC quality assurance checklist shall be scheduled with a CNSP/CNSL evaluator prior to the AATCC watch team operating beyond the 27-month cycle. This evaluation ensures AATCC watch teams continue to meet certification standards over extended operational periods, but does not replace subsequent SFRM dependencies/events that occur in the unit's revamped FRTP cycle.

7. AATCC certification requirements are observed and assessed by COMTACGRU ONE (N7) for CNSP (N74), and by CNSL (N427).

8. AATCC certification results are reported to Afloat Training Group PAC/LANT Aviation Departments (N88) for inclusion into reports on Air Certification exercise (CE01), Aviation Readiness Qualification (ARQ) and to CNSP/CNSL (N42).
AMPHIBIOUS AIR TRAFFIC CONTROL CENTER (AATCC) QUALITY ASSESSMENT
CHECKLIST FOR AIR CERTIFICATION ON LHA/LHD SHIPS

SHIP: _________________________________________________________

TYCOM EVALUATOR: ___________________________ DATE: ___________

1. Formal Schools
   a. C-222-2019, AATCC Operations course. Does AATCC meet FTMPS/NTMPS NEC 6903 requirements? __|__|__
   b. C-222-2020, AATCC Team Trainer. Did at least 70 percent of AATCC personnel attended Team Trainer? __|__|__

2. Certification Programs
   a. Current PALS certification message __|__|__
   b. Current TACAN certification message __|__|__

3. TYCOM Instructions
   a. COMNAVSURFPACINST/COMNAVSURFLANTINST 3502.1, Surface Force Readiness Manual __|__|__
   b. COMNAVSURFPACINST/COMNAVSURFLANTINST 3500.11, Surface Force Exercise Manual __|__|__
   c. COMNAVSURFPACINST/COMNAVSURFLANTINST 3700.1C, Air Certification of COMNAVSURFPAC and COMNAVSURFLANT ships __|__|__
   d. COMNAVSURFPACINST/COMNAVSURFLANTINST 3720.1A, PALS Status Reporting Procedures for L-Class Ships __|__|__

4. Publications. (*indicates a hard copy is require in AATCC, all other can be stored via electronic media however and should be easily assessable for all divisional personnel).
   a. AATCC has established Naval Air Technical Data and Engineering Service Command (NATEC) user account __|__|__
   b. Current inventory of pubs and INSTs __|__|__
YES/NO/NA

c. NAVAIR 00-80T-105, Aircraft Carrier (CV)/Aircraft Carrier Nuclear (CVN) NATOPS Manual *

    ___|___|___

d. NAVAIR 00-80T-106, LHA/LHD NATOPS Manual *

    ___|___|___

e. NAVAIR 00-80T-111, V/STOL Shipboard and LSO NATOPS Manual *

    ___|___|___

f. NAVAIR 00-80T-114, NATOPS Air Traffic Control Manual *

    ___|___|___

g. NAVAIR AE-LHATC-OPM-000, Amphibious Air Traffic Control Manual *

    ___|___|___

h. NAVAIR AE-CVATC-OPM-000, Carrier Air Traffic Control Handbook

    ___|___|___

i. NAVAIR AE-TACAN-GYD-000, Instruction and Procedures Guide for Requesting Flight Certification for TACAN

    ___|___|___

j. NAVAIRINST 13800.17, Procedures and Responsibilities for Certification and Verification of PALS on LHA/LHD ships

    ___|___|___

k. OPNAVINST 3710.2, Foreign Clearance Procedures for U.S. Naval Aircraft

    ___|___|___

l. OPNAVINST 3710.7, NATOPS General Flight and Operating Instruction *

    ___|___|___

m. OPNAVINST 3770.4, Use of Airspace by U.S. Military Aircraft and Firing Over the High Seas

    ___|___|___

n. JCS Publications 3-50 & 3-50.1, Search and Rescue Manual Volume I and II

    ___|___|___

o. NWP 3-02.1, Ship-to-Shore Movement *

    ___|___|___

p. NWP 3-04.1, Helicopter Operating Procedures for Air-Capable ships

    ___|___|___

q. NWP 3-50.1 Revision A, Naval Search and Rescue Manual

    ___|___|___
r. NWP 3-50.22, Combat Search and Rescue Manual __|__|__
s. NTTP 3-02.1.3, Amphibious/Expeditionary Operation Air Control __|__|__
t. NTTP 6-02.1, Multi-Service Brevity Codes __|__|__
u. APP 2(F)/MPP 2(F) Volume One, Chapter Two, Helicopter Operations from Ships Other Then Aircraft Carriers (HOSTAC) __|__|__
v. APP 7(B), Joint Brevity Words Publication __|__|__
w. ATP 8(A), Doctrine for Amphibious Operations __|__|__
x. Amphibious Operations Ship-to-Shore Movement __|__|__
y. FAAO 7110.65 Air Traffic Controller Handbook * __|__|__
z. FAAO 7350.7 Location Identifier * __|__|__

5. Flight Information Publications and Charts

a. User account established for following web sites:

   (1) NGA:  http://www.nga.mil __|__|__

   (2) DoD Foreign Clearance Guide: http://www.fcg.pentagon.mil __|__|__
(3) Joint Electronic Library: http://www.dtic.mil/doctrine

(4) Respective Fleet Area Control and Surveillance Facility (FASFAC) website

b. Flight Information Publication (FLIP) inventory current and enough maintained to accomplish mission

c. Does FLIP inventory include

(1) Foreign Clearance Guide (unclassified and classified)

(2) FLIP Planning Booklets

(3) FLIP En route Supplements

(4) FLIP High/Low en route charts

(5) Terminal/Area charts

(6) Terminal Instrument Procedure Booklets

(7) Chart-Updating Manual (CHUM)

d. Chart inventory current

e. Appropriate charts readily available to accomplish mission

f. FALCON VIEW or similar electronic charting product onboard

6. Logs and Records

a. Current Activity Manning Document (AMD) and Enlisted Distribution Verification Report (EDVR) available to evaluate manpower requirements.

b. Division Officer Notebook maintained
c. Watch, Quarter and Station Bill/Battle Bill updated to include all OC Division (officer and enlisted) personnel. Are personnel aware of their General Quarters, Abandon ship and man overboard stations. __|__|__

d. Are the following records kept and available to supervisor personnel:

(1) Master Air Plan __|__|__

(2) Hot Area Sheet/Message __|__|__

(3) Flight Plan Message (retained for six months) __|__|__

(4) Aircraft Movement Message (as required) __|__|__

(5) Flight Advisory Message (as required) __|__|__

(6) Overhead Message __|__|__

(7) Daily Partial Mission-Capable (PMC) Run Sheet __|__|__

(8) Ship’s Communication Plan (is AATCC frequency requirements listed) __|__|__

(9) Daily AATCC Log (retained for six months) __|__|__

(10) Position logs (retained for six months) __|__|__

7. Communication

a. All communication consoles operational. __|__|__

b. Procedures for radio frequency changes below 2,500 feet for single-piloted aircraft developed that complies with requirements set forth in NATOPS 00-80T-106. __|__|__

c. HD-1, HD-2, HD-3 and HD-4 assigned to AATCC. __|__|__

d. 282.8 MHz listed within the ship’s communication plan. __|__|__
e. Immediate access to outside line for the purpose of passing and receiving critical flight movement information. __|__|__

f. All air traffic control frequencies recorded and is each recorder channel checked as set forth in NAVAIR 00-80T-114. __|__|__

g. Sufficient supply of spare tapes to meet the 15-day retention requirement as set forth in NAVAIR 00-80T-114. __|__|__

h. Original recordings retained for at least 15 days. __|__|__

i. Recorder tapes stored in locked cabinets under the custody of the electronics maintenance officer or designated representative. __|__|__

j. Each tape labeled with recorder identification and date of recording. __|__|__

k. Recorder tapes changed by electronics maintenance personnel. __|__|__

l. Air traffic controllers directly involved with the daily tape recorder checks and are the checks logged onto the daily AATCC equipment check-list. __|__|__

m. Ship monitors guard frequencies during flight operations. __|__|__

n. Personnel know how all communication equipment operate, to include channel patching and speaker set-up. __|__|__

8. **Equipment**

   a. All radar indicators operational __|__|__

   b. Are the following air traffic control radars/NAVAID operational:
1. YES/NO/NA

   (1) SPN-43 Channel A          __|__|__
   (2) SPN-43 Channel B          __|__|__
   (3) SPN-35B/C                 __|__|__
   (4) SPN-41A                   __|__|__
   (5) TACAN Primary stack       __|__|__
   (6) TACAN Secondary stack     __|__|__
   (7) TPX-42 Channel A          __|__|__
   (8) TPX-42 Channel B          __|__|__

c. Comprehensive pre-underway and pre-operational checklist completed.                __|__|__

d. Equipment operating instructions available to all AATCC personnel for applicable equipment located in AATCC. __|__|__

e. All equipment panels in work center in place to prevent unnecessary exposure to electrical shock hazards. __|__|__

f. Controllers aware of all main power switch/circuit breakers for equipment located in AATCC. __|__|__

g. Stand-alone radio with a battery back-up located in AATCC, with proper amount of spare batteries. __|__|__

h. Four operational HD frequencies and two operational land/launch frequencies. __|__|__

9. Status Boards/Display screens

   a. Status boards/display screens well light and in good condition. __|__|__

   b. Status boards/display screens organized to provide the following information:
(1) Aircraft flight status

(2) Equipment/Navigation Aid (NAVAID) information and status

(3) Weather information

(4) Divert field and other ship in working information

(5) Communication board that includes frequencies, color and channel identification

10. Training

   a. Training petty officer designated in writing.

   b. Training jackets maintained per NATOPS 00-80T-114 standards.

   c. OJT evaluations being conducted for all training periods.

   d. Trainees sign all OJT evaluations.

   e. OJT instructors qualified and experienced at position for in which the training is being conducted.

   f. ATCS AATCC rating recorded on the ATCS Certificate.

   g. All air traffic controller possess the ATCS ATCS Certificate and Airborne Wideband Terminal (AWT) or Commercial Travel Office (CTO).

   h. Watch station qualifications properly enter in individual service and training records.

   i. Are trainees under the direct and constant supervision of a controller qualified on the position of operation.
j. OJT instructor(s) using the same radio console as the trainee when override capability does not exist from an adjacent console. __|__|__

k. Does the division training program include the following:

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<tr>
<td>(1) Long-range training plan</td>
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<td>(2) Monthly training plan</td>
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<td>(3) Weekly training plan</td>
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<td>(4) All training accomplishment recorded in training jacket</td>
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l. Are the following training topics included in the division’s training program:

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<tr>
<td>(1) Administrative programs</td>
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<td>(2) NATOPS/Air traffic control operating procedures</td>
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<td>(3) Equipment operations/safety</td>
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<td>(4) General Military Training (GMT)</td>
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<td>(5) Preparation for promotion/advancement</td>
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<td>(6) Leadership development</td>
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<td>(7) Safety and survival in shipboard environment</td>
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<td>(8) Navy Rights, Responsibilities and Fraternization</td>
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<td>(9) Sexual harassment</td>
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<td>(10) Grievance procedures</td>
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m. AATCC Manual been promulgated as set forth in NAVAIR 00-80T-114 __|__|__
n. AATCC Manual reviewed and updated on a continuous basis. __|__|__

o. Annually evaluations conducted for AATCC Supervisors to include written proficiency examination. __|__|__

p. Are target/training simulators, if available, fully utilized for training. __|__|__

11. Training/PQS

a. PQS program as set forth in OPNAVINST 3500.34 and the PQS Management Guide. __|__|__

b. Final qualification authority has been delegated by the CO is delegation no lower than the department head. __|__|__

c. Page four service record entries made at the completion of each watch station qualification. __|__|__

d. Copies of the PQS final qualification sign-off page maintained in individuals training records. __|__|__

e. All OC Division personnel completed DC and 3M PQS. __|__|__

f. If Job Qualification Requirements (JQRs) are being used, has type commander approval been received to assure the quality of the JQRs. __|__|__

g. PQS Qualifier list current __|__|__

h. PQS charts include all officer and enlisted personnel assigned to OC Division. __|__|__

i. Does PQS progress chart list all of the qualifications to be completed by each individual in the division and includes PQS watch station start date, projected completion date, PRD, last update and indoctrination sections. __|__|__
j. Sufficient numbers of personnel making adequate progress in the PQS qualifications to enable the division to attain an adequate number of qualified watch stations within a reasonable time frame. ___|___|___

k. One fully qualified AATCC watch team that can conduct CASE III operations. ___|___|___

12. Administrative/General

a. Operating initials assigned to each controller ___|___|___

b. All eligible controllers receiving Special Duty Assignment Pay (SDAP) ___|___|___

c. AATCC supervisor personnel obtain an airspace briefing from the FACSFAC airspace coordinator prior to conducting intermediate and advance phase training cycle. ___|___|___

d. PALS reports submitted quarterly and copy of reports kept on file. ___|___|___

13. Administrative/Revocation and Suspension

a. AATCC Division Officer designated as the command’s designated representative who can suspend an ATCS. ___|___|___

b. AATCC complying with the rules and procedures set forth in NAVAIR 00-80T-114 for suspension and/or revocation of air traffic controllers. ___|___|___

c. Controllers suspended from ATC duties when notified by Counseling and Assistance Center (CAAC) or other medical personnel of alcohol dependency/abuse or drug abuse. ___|___|___

14. Administrative/Incidents

a. Following an aircraft accident or incident, do ATC supervisory personnel:
(1) Request and obtain a local weather observation

(2) Request removal of tapes which are, or may be, pertinent to an accident or

(3) Obtain controller statements

(4) Secure radar indicators to ensure that any equipment alterations or adjustments can be conducted if determine that equipment might have contribute to an incident if determined to be part of cause.

b. Air traffic controller relieved of position if it appears they might have contributed to an accident and referred to a flight surgeon.

c. Controller statement sheets readily available

d. AATCC Supervisor(s) fully aware of procedures and responsibilities as set forth in NAVAIR 00-80T-114 concerning the handling of aircraft accident or incident.

e. Are Mishap records/data retained in secure location for a minimum of two years.

15. Administrative/Medical

a. All air traffic controllers possess a current flight physical.

b. Procedure established to manage individual annual medical currency.

c. All air traffic controllers have a current Clearance NOTE on file.

d. All air traffic controllers report any physical disposition to superiors.

e. Policies regarding use of drugs/sedatives/alcohol abuse/blood donors set forth in NAVAIR 00-80T-114 known to all controllers and enforced by ATC management.
16. Operations

   a. AATCC manned an hour and half prior to flight operations. ___|___|___

   b. Equipment and communication checks conducted prior to flight quarters. ___|___|___

   c. Equipment checklist used during equipment checks and watch turnover. ___|___|___

   d. All equipment used by AATCC to conduct its mission contained on the equipment checklist. ___|___|___

   e. Trouble calls submitted for down equipment/communications. ___|___|___

   f. Trouble call log maintained and includes the following minimum information:

      (1) Date/time of trouble call ___|___|___

      (2) System/equipment nomenclature ___|___|___

      (3) Description of problem ___|___|___

      (4) Return to service date/time ___|___|___

   g. CASREPs submitted on critical radar or navigation systems. ___|___|___

   h. Equipment listed on eight o’clock reports when it is determined the gear is down for operation during flight quarters. ___|___|___

   i. All controllers thoroughly familiar with Essential Elements of Friendly Information (EEFI) and BEADWINDOW procedures. ___|___|___

   j. Can personnel effectively set EMCON and HERO conditions. ___|___|___

   k. Daily briefs to embarked aviation units conducted. ___|___|___
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<tbody>
<tr>
<td>l. Is security (control access) of AATCC maintained?</td>
<td>___</td>
</tr>
<tr>
<td>m. Emergency checklist located at all operating positions and supervisor workstation.</td>
<td>___</td>
</tr>
<tr>
<td>n. During aircraft emergencies, are procedures in place to assure that only those personnel absolutely necessary and required to provide technical advice are allowed within AATCC.</td>
<td>___</td>
</tr>
<tr>
<td>o. Watch team briefs conducted by supervisor(s) prior to commencing flight operations and watch turnover.</td>
<td>___</td>
</tr>
<tr>
<td>p. SAR matrix ready available to Watch Supervisor</td>
<td>___</td>
</tr>
<tr>
<td>q. Mission briefing cards prepared for embarked aviations units.</td>
<td>___</td>
</tr>
<tr>
<td>r. Supervisors continuously observe and evaluate controllers.</td>
<td>___</td>
</tr>
<tr>
<td>s. Air Operations provide for planning, receiving and processing flight plans.</td>
<td>___</td>
</tr>
<tr>
<td>t. Air operations officer provide the air officer with accurate divert data.</td>
<td>___</td>
</tr>
<tr>
<td>u. Air plan contain the minimum information</td>
<td>___</td>
</tr>
<tr>
<td>v. Maintain proper control of departing aircraft</td>
<td>___</td>
</tr>
<tr>
<td>w. Maintain proper control of arriving aircraft</td>
<td>___</td>
</tr>
<tr>
<td>x. Appropriate approach instruction issued prior to aircraft receiving approach clearance</td>
<td>___</td>
</tr>
<tr>
<td>y. Aeronautical charts conspicuously posted depicting the daily “Hot Sheet” airspace constraints imposed upon the carrier operating area.</td>
<td>___</td>
</tr>
</tbody>
</table>
17. **Safety**

   a. Is division safety training documented in training records?  
      YES/NO/NA

   b. Is electrically safety training conducted to newly arrived personnel and annually thereafter?  
      YES/NO/NA

   c. Has emergency egress and Emergency Escape Breathing Device (EEBD) training been conducted?  
      YES/NO/NA

   d. Are all divisional personnel familiar with location of life jackets and assigned life boat station?  
      YES/NO/NA

   e. Are location of main power switches for all AATCC equipment clearly marked and known by all AATCC personnel?  
      YES/NO/NA

   f. Do division personnel meet CPR requirements as set forth in OPNAVINST 5110.19?  
      YES/NO/NA

   g. Are all movable objects secured or latched down to protect personnel against personal injury?  
      YES/NO/NA

   h. Are emergency escape routes clearly displayed and known by all divisional personnel?  
      YES/NO/NA

   i. Are First Aid instructions posted and First Aid kit(s) available?  
      YES/NO/NA

   j. Are Electronic Safety Precautions (NSN 0177-LF-211-8500) and Safety Precautions Electrical (NSN 0177-LF-225-1100) placards posted in AATCC?  
      YES/NO/NA

   k. Are Rescue Breathing Mouth-to-Mouth/Mouth-to-Nose (NSN 0177-LF-226-3400) or similar emergency resuscitation procedure placards posted in AATCC?  
      YES/NO/NA

   l. Are “Man-Aloft” placards available in AATCC for SPN-35 and SPN-43 equipment?  
      YES/NO/NA
PQS CHECKLIST – AATCC TEAM (LHA/LHD)

<table>
<thead>
<tr>
<th>BILLET</th>
<th>NAME</th>
<th>COURSE NUMBER</th>
<th>DATE GRAD</th>
<th>WATCH STATION PQS</th>
<th>DATE COMP</th>
<th>AATCC TEAM TRAINER</th>
<th>DATE COMP</th>
<th>ANNUAL FLIGHT PHYS</th>
<th>PRD/EAOS</th>
</tr>
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<tbody>
<tr>
<td>AATCC WATCH OFFICER</td>
<td></td>
<td>C-222-2019</td>
<td>308</td>
<td></td>
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<td>C-221-2020</td>
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<tr>
<td>AATCC SUPERVISOR</td>
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<td>C-221-2020</td>
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<tr>
<td>APPROACH CONTROLLER</td>
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<td>306</td>
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<tr>
<td>MARSHAL CONTROLLER</td>
<td></td>
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<td>C-221-2020</td>
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<tr>
<td>ASSAULT CONTROLLER</td>
<td></td>
<td></td>
<td>304</td>
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<tr>
<td>DEPARTURE CONTROLLER</td>
<td></td>
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<td>303</td>
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<td>C-221-2020</td>
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<tr>
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<td></td>
<td>C-221-2020</td>
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<tr>
<td>PLOTTER/STATUS BOARD KEEPER</td>
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<td></td>
<td>301</td>
<td></td>
<td></td>
<td>C-221-2020</td>
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</tbody>
</table>

(1) Watch Station PQS are from NAVEDTRA 43315-6D. AATCC Watch Officer can be E-6 or above.
(2) AATCC team training shall be conducted at least once during the FRTP and should be scheduled during the maintenance or unit level phases. AATCC team training shall be attended twice if the FRTP exceeds six months. If a ship enters a shipyard availability period, AATCC team training shall be conducted at least once. If a yard period is greater than six months then it shall be scheduled twice. Team training requests shall be coordinated and submitted via the respective TYCOM.
(3) All air traffic controllers are required to have annual flight physical.
(4) All positions except AATCC watch officer and supervisor position can be an interim qualification. Actual ability to operate position doesn’t occur until the intermediate or advance phase training cycle. AATCC team trainer is the only other source that can simulate assault training.
AVIATION FACILITY CERTIFICATION (AVCERT) CHECKLIST

(Shipboard personnel should use this checklist with refs (i) and (j), as applicable, to assist in maintaining shipboard aviation facilities, and in preparation for the NAVAIR Aviation Facility Certification. AVCERT is performed by NAVAIR personnel (not ATG) using this checklist and refs (i) and (j)).

1. Flight Deck Nonskid

   a. Is the nonskid gray compound installed IAW NSTM chapter 634? __|__|__

   b. Are nonskid color markings made according to current VLA guidance drawing? Contact local NAVAIR representative. __|__|__

   c. Is the nonskid profile acceptable, with adequate slip resistance maintained for personnel and material safety? __|__|__

   d. Does nonskid maintain proper adhesion? (Pay particular attention to flaking/de-lamination around pad eyes, deck fixtures, lights, and edges of nonskid.) __|__|__

   e. Does nonskid show any evidence of excessive rust bleed-through? (Defined as rust from underlying deck surface to the nonskid surface.) __|__|__

   f. Is nonskid free of JP-5, oil, and grease? __|__|__

   g. Is the flight deck free of all unauthorized painting, color topping, or deck wash? __|__|__

NOTE: Any painting or color topping of nonskid other than VLA is strictly prohibited. Color topping of nonskid for cosmetic purposes is strictly prohibited.

2. Fight Deck Safety Nets and Life Lines

   a. Are all areas of the flight/VERTREP deck edges covered by safety nets or life lines? __|__|__
b. Do life lines extend at least three feet beyond the first safety net if no corner net is installed?  __|__|__

c. Do corner nets provide personnel protection by being at a 45 degree angle to net frame and life line on the structure?  __|__|__

d. Do replacement safety net frames allow a maximum gap of five inches between adjacent net frames and frames and hull structures?  __|__|__

e. Safety Net Frame:

   (1) Do all safety net frame pendants distribute the frame weight evenly?  __|__|__

   (2) Are net frame attaching hardware of the correct type (CRES)  __|__|__

   (3) Are bolts secured with nylok nuts or pinned nuts with cotter keys?  __|__|__

   (4) Are net frame securing toggles and frame holdup devices in operable condition?  __|__|__

   (5) Are toggles permanently secured to the frame or deck?  __|__|__

   (6) Are safety net frames at or below flight deck level?  __|__|__

f. Are margin and/or wrapping lines per applicable drawing?  __|__|__

g. Are lashing lines per applicable drawing?  __|__|__

h. Are nets lashed according to applicable NAVSEA drawings?  __|__|__

i. Installed nylon webbing coated with flame-retardant Neoprene latex in accordance with paragraph 3.2.7.2 of MIL-W-23223A (Recommended)  __|__|__
j. Safety nets successfully load tested in accordance with requirements within the designated time interval (i.e. one year for nylon nets; three years for CRES nets). (verification required) __|__|__

k. Safety nets successfully load tested in accordance with requirements within the designated time interval (i.e. one year for nylon nets; three years for CRES nets). (verification required) __|__|__

l. If lifelines are installed, lifeline height is a minimum of 36 inches __|__|__

m. Are safety nets made of CRES in high heat, missile blast areas? __|__|__

n. Are nylon/CRES safety nets free of broken webbing/stands? __|__|__

o. Are nylon/nets free of fraying? __|__|__

p. Do all nets meet maximum sag requirements? (5”-7”) __|__|__

q. Are grounding straps installed between steel net frame and hull? See mil-std-1310. __|__|__

r. Are grounding straps installed from CRES nets to the frame? See mil-std-1310 __|__|__

s. Are chaffing bands installed on non-cres nets? __|__|__

t. Are chaffing bands installed in the correct location? __|__|__

3. **Fight Deck Drainage and Sealing**

   a. Is the flight deck adequately sealed to prevent fuel/water from going below decks? __|__|__

   b. Are all drains free and clear? __|__|__
c. Are screens and bars installed to prevent entry of debris into overboard drains? ___|___

d. Do all hatches and deck elevators have scupper channels installed? ___|___

e. Do hangar deck drains/scuppers discharge directly overboard? ___|___

f. Do all hatches and deck elevators seal properly? ___|___

g. Are affected space(s) (e.g. deck below the helo deck) sealed to prevent liquids from discharging to lower or adjacent areas? ___|___

h. Do all hatches in the hangar or on the flight deck have either installed drains or are raised to prevent fluids from building in the hatches? ___|___

NOTE: Required on ships with portable helicopter decks or existing ships with flight deck elevators or hatches whose design precludes deck sealing.

4. Aircraft Elevators and Deck Hardware

   a. Do flight deck elevator stanchions function properly? (AAS) ___|___

   b. Do flight deck elevator stanchions have all securing hardware and wire rope properly installed? (AAS) ___|___

   c. Are safety instructions posted at the flight deck elevator control station? ___|___

   d. Are proper sound-powered headsets available for communications between flight/hangar decks? ___|___

   e. Are sound-powered communications between flight/hangar decks operable? ___|___

   f. Do elevator warning horns operate during full elevator movement between decks? ___|___
g. Do all hatches/scuttles leading to the flight deck have the following placard posted on the underside? __|__|__

**WARNING:** DO NOT OPEN DURING FLIGHT QUARTERS EXCEPT FOR EMERGENCY EXIT. THERE IS AN AIRCRAFT OPERATING AREA ABOVE THIS SCUTTLE/HATCH.

h. Are catwalk ladder entrances clearly marked on the deck? __|__|__

i. Do wheel stops/combing provide adequate aircraft safety where installed? __|__|__

j. Is aircraft fresh water washdown provided with sufficient length of hose to reach aircraft landing spot(s)? __|__|__

5. Flight Deck/Hangar Deck Tiedown Fittings

a. Are flight/hangar deck aircraft securing fittings clear of debris and in good condition? __|__|__

b. Is there evidence that securing fitting PMS is performed according to current MRCs? __|__|__

c. Will all tie down fittings accept TD-1B hooks in the preferred position? __|__|__

6. Demineralized Water. Is/are demineralized water station(s) available for AV-8 aircraft? (AAS) __|__|__

7. Flight Deck Lighting

a. Are all lighting systems installed IAW applicable drawings? __|__|__

b. Are lighting fixtures free of the following defects: __|__|__

   (1) Missing/broken securing bolts? __|__|__

   (2) Securing bolts not fully seated? __|__|__

   (3) Cracked lenses? __|__|__
c. While conducting an operational check of the Helicopter Control Station/On-Deck Control Station/LSO Control Station (as applicable); determine whether the following equipment is working properly:

(1) VERTREP/landing lineup lights? __|__|__
(2) Flash sequencer (Required IAW VLA arrangement drawings? (Class plan) listed in table 3 of Bulletin) __|__|__
(3) Extended lineup lights? (forward and aft) __|__|__
(4) Red deck edge lights? __|__|__
(5) Blue perimeter lights? (CLF ships only) (“DO NOT PAINT” must be stenciled on the inside of glare shield) __|__|__
(6) Hangar/structure wash lights? __|__|__
(7) Deck Status Lights (DSL)/rotating beacon: (ACS)
   (a) Flash 90 times per minute? __|__|__
   (b) Lens safety wired? __|__|__
(8) HIFR heading lights? (amber globe, 15 watt bulb) __|__|__
(9) Deck surface floodlights? __|__|__
(10) Overhead floodlights yellow/white/blue? __|__|__
(11) Homing beacon? (flash 90 times per minute) __|__|__
(12) Tramline/nozzle rotation lights? (AAS) __|__|__
(13) Blue obstruction lights? (Installed as required by applicable VLA class plan) __|__|__
(14) Safe parking line lights? (LHA, LHD) __|__|__
(15) Edge lights forward? (LHA, LHD) __|__|__
(16) Aft athwart ship lights? (AAS) __|__|__
(17) Low pressure sodium floodlights? (AAS) __|__|__

d. All overhead floodlights correctly aimed, drilled and secured for best possible illumination of the helicopter deck, keeping spillover to a minimum? (securing must be in accordance with NAVAIRENGCEN drawing 611114)

LIGHTS TEST PROCEDURES: TURN ALL LIGHTS ON TO FULL INTENSITY. ON SIGNAL, TURN THE DIMMER SLOWLY TO FULL OFF, THEN SLOWLY BACK TO FULL INTENSITY. WHILE IN FULL INTENSITY AND IN THE FULL OFF POSITION, CHECK THE STOPS ON THE CONTROL KNOB RHEOSTATS. __|__|__

7. Helicopter Control Station
   a. All equipment is identified by nameplates or engraving __|__|__
   b. Windshield wipers are installed and tested __|__|__
   c. The crash alarm is marked and tested __|__|__
   d. The lighting control panel is clearly marked __|__|__
   e. UHF communications installed and tested __|__|__
   f. Sound-powered/IVCS phone communications installed and tested __|__|__
   g. Intercom system installed and tested __|__|__
   h. Wind direction and speed indicator calibrated/operable __|__|__
i. Ship’s course indicator calibrated/operable __|__|__

j. MC station for transmitting loud speaker announcements to the flight and hangar decks __|__|__

k. Correct window material is installed __|__|__

8. For the following systems, perform visual inspection of all system components and operational checks as described below (where applicable):

   a. Stabilized Glide Slope Indicator (SGSI):

      (1) Missing/broken/corroded mounting/securing hardware? __|__|__

      (2) Inoperative/missing lamps or indicators? __|__|__

      (3) Cabling and wiring in good condition? (Ensure that cables W84 and W85 are in conduit from F100 to F600) __|__|__

      (4) Visible damage to system components? __|__|__

      (5) Evidence of hydraulic fluid leaks? __|__|__

      (6) Evidence of water entry into weather exposed Components? __|__|__

      (7) Evidence of excessive corrosion in or on Weather exposed components? __|__|__

      (8) System operates correctly in Internal Gyro Mode? __|__|__

      (9) System operates correctly in Ship’s Gyro Mode? __|__|__

      (10) Pole check pads clean/unobstructed? __|__|__

      (11) If system fails to operate properly in any mode or pole check data does not match F100 label plate, perform system checkout and alignment IAW SGSI tech manual NAVAIR 51-5B-2 or NAVAIR 51-5B-2.1. (If unsuccessful, contact your local ASIR for assistance) __|__|__
YES/NO/NA

(12) All PMS requirements up-to-date?  __|__|__

b. Wave-Off or Wave-Off/Cut Light System:

(1) Missing/broken/corroded mounting/securing hardware?  __|__|__
(2) Inoperative/missing lamps or indicators?  __|__|__
(3) Cabling and wiring in good condition?  __|__|__
(4) Visible damage to system components?  __|__|__
(5) Evidence of water entry into weather exposed components?  __|__|__
(6) Evidence of excessive corrosion in or on weather exposed components?  __|__|__
(7) Safety wire installed properly on red/green wave-off or wave-off/cut light lenses?  __|__|__
(8) System operates correctly from Master Control panel?  __|__|__
(9) System operates correctly from remote locations?  __|__|__
(10) All PMS requirements up to date?  __|__|__

c. Horizon Reference Set (HRS) (Installed per applicable VLA class plan):

(1) Missing/broken/corroded mounting/securing hardware?  __|__|__
(2) Inoperative/missing lamps or indicators?  __|__|__
(3) Cabling and wiring in good condition?  __|__|__
(4) Visible damage to system components?  __|__|__
(5) Evidence of water entry into weather exposed components?  __|__|__
(6) Evidence of excessive corrosion in or on weather exposed components? __|__|__

(7) System operates correctly from Control Indicator mounted in HCS? __|__|__

(8) System operates correctly from Electronic Component Assembly? __|__|__

(9) All PMS requirements up to date? __|__|__

(10) Correct version of software installed? (Moriah and Digital wind systems only) Contact local NAVAIR field office for information __|__|__

d. Flight Deck Status and Signaling System (FDSSS):

(1) Missing/broken/corroded mounting/securing hardware? __|__|__

(2) Inoperative/missing lamps or indicators? __|__|__

(3) Cabling and wiring in good condition? __|__|__

(4) Visible damage to system components? __|__|__

(5) Evidence of water entry into weather exposed components? __|__|__

(6) Evidence of excessive corrosion in or on weather exposed Components? __|__|__

(7) System operates correctly from HCS? __|__|__

(8) System operates correctly from LSO shack? __|__|__

(9) System operates/indicates correctly from remote locations? __|__|__

(10) All PMS requirements up to date? __|__|__

e. Vertical and Short Take-Off and Landing Optical Landing System (VSTOL OLS) (LHA/LHD only):
(1) Missing/broken/corroded mounting/securing hardware?  __|__|__

(2) Inoperative/missing lamps or indicators?  __|__|__

(3) Cabling and wiring in good condition?  __|__|__

(4) Visible damage to system components?  __|__|__

(5) Evidence of water entry into weather exposed components?  __|__|__

(6) Evidence of excessive corrosion in or on weather exposed components?  __|__|__

(7) Humidity indicators on Units 11 & 12 blue in color?  __|__|__

(8) System operates correctly from Active Mode?  __|__|__

(9) Pole check pads on flight deck clean/unobstructed?  __|__|__

(10) All PMS requirements up to date?  __|__|__

9. Wind Measuring & Indicating System (WMIS)

a. Visually inspect all components and operationally verify WMIS as directed below:

   (1) Missing/broken/corroded mounting/securing hardware  __|__|__

   (2) Missing/broken hardware in indicator covers  __|__|__

   (3) Inoperative/missing lamps in indicators  __|__|__

   (4) Dimmer rheostats operate correctly in all indicators  __|__|__

   (5) Pointer oscillation in any indicators  __|__|__
(6) Cracked or broken pointers in any indicators __|__|__

(7) Cabling and wiring in good condition __|__|__

(8) Visible damage to any system components __|__|__

(9) Evidence of excessive corrosion in or on weather exposed components __|__|__

(10) System appears to operate correctly using any detector/transmitter combination __|__|__

(11) All indicators appear to show correct speed and direction information simultaneously __|__|__

(12) Evidence of gears rubbing on wire bundles in transmitter housing with speed and direction assemblies removed? __|__|__

(13) Evidence of excessive wearing of worm gear or roller disc integrator on speed transmitter subassembly? __|__|__

(14) All PMS requirements up to date? __|__|__

**NOTE:** All WMIS removal components (detectors, indicators, transmitter subassemblies) will need to be removed and staged in the location of the WMIS transmitter housing(s) at start of PRE-AVCERT T/A or AVCERT visit.

10. **Aircraft Start/Service Electrical Systems**

   a. Check the aircraft starting/electrical power outlets for the following:

      (1) Are aircraft AC/DC power cables/heads in good condition? __|__|__

      (2) Has PMS been performed on the cables/heads per current MRCs? __|__|__

      (3) Are 28VDC rectifiers in good material condition? __|__|__
(4) Is 28VDC power limited to 24VDC to 28VDC at 300 amps steady load? __|__|__

(5) Electrical cable hatch(s) (AAS and LPD Class):
   (a) In good condition? __|__|__
   (b) Have no missing parts? __|__|__
   (c) Roller sheaves, where equipped, are operable? __|__|__
   (d) PMS is evident? __|__|__

b. Helicopter starting system performance tested satisfactory – performance of system verified? 400 Hz system performed tested satisfactory – performance of system verified? (load bank test documentation required) __|__|__

c. KVA output adequate? (i.e. H1-1 KVA; H2-11 KVA; H3-15 KVA; H46-13KVA; H53-16 KVA; H53E-16 KVA; USN H60B/F/H and USCG H60J-20 KVA for Class 2 H65-10 KVA) __|__|__

11. Pneumatic Services
   a. For ships configured for class 1 H60R ops, total of nine bottles shall be provided? __|__|__

   NOTE: Eight bottles are for servicing the aircraft and one bottle for RAST machinery room.

   b. All other ship classes minimum two cylinders? __|__|__

12. Flight Deck Control
   a. Is the 5MC control panel operable? (AAS) __|__|__

   b. Are the lighting control panels operable? (AAS) __|__|__

   c. Are interior communications available to all appropriate stations? __|__|__

13. Helo Hangar/Hangar Door
YES/NO/NA

a. Check each hangar door for the following requirements:

(1) Does it function properly in all modes? ___|___|___

(2) Does it have a limit switch at the open position? ___|___|___

(3) Does it have a limit switch at the closed position? ___|___|___

(4) The lower two feet of vertically actuated Hangar doors painted with alternating yellow and red stripes (exterior & interior)(stripes 4” wide at 45 degree angle rising from port to starboard) ___|___|___

(5) Does it have a functional locking device at either the open or closed position of the door? ___|___|___

b. Does the retractable hangar (where installed) operate properly? ___|___|___

c. Does the hangar door have at least two modes of operation (electrical, mechanical, or air driven)? ___|___|___

d. Are the hangar roller door and bulkhead clearly marked with black alignment lines (if required)? ___|___|___

e. Are all high point padeyes properly marked? ___|___|___

f. Are elevator door/fire station warning lines painted on deck? ___|___|___

g. Are H-53 safe parking lines correctly painted on deck? (AAS) ___|___|___

h. Hangar nonskid will be checked the same as the flight deck:

(1) Is the nonskid gray compound installed properly IAW NSTM chapter 634? ___|___|___

(2) Are nonskid color markings made according to current/VLA guidance? ___|___|___
j. Is the nonskid profile acceptable, with adequate slip resistance maintained for personnel and material safety?  __|__|__

(1) Does nonskid maintain proper adhesion? (pay particular attention to flaking/delamination around padeyes, deck fixtures, lights, and edges of nonskid)  __|__|__

(2) Does nonskid show any evidence of excessive Rust bleed-through (defined as rust from the underlying deck surface to nonskid surface)?  __|__|__

(3) Is nonskid free of JP-5, oil, and grease?  __|__|__

(4) Is the hangar free of all unauthorized painting or color topping of deck wash of nonskid?  __|__|__

NOTE: Any painting or color topping of nonskid other than VLA is strictly prohibited and is cause for rejection of nonskid installation.

14. Hangar Conflagration Station

a. Has the hangar deck conflagration station been checked for the following operational equipment: (AAS)

   (1) Do elevator door controls operate?  __|__|__
   (2) Do sprinkler controls operate?  __|__|__
   (3) Is the 3MC announcing system operable?  __|__|__
   (4) Is the 1MC announcing system operable?  __|__|__
   (5) Do alarms operate?  __|__|__
   (6) Are the interior communications systems operable?  __|__|__
   (7) Is visibility adequate?  __|__|__

15. Aircraft Elevator
a. Are hangar deck elevator stanchions operable and clearly marked? (AAS) __|__|__

b. Are all hangar elevator control stations fully operable? (AAS) __|__|__

c. Are all hangar elevator control station switches and indicator positions clearly marked/identified? __|__|__

d. Is sound-powered communication between the flight deck, hangar deck, and pump room operable? __|__|__

e. Are operating/safety instructions posted by the elevator control stations? __|__|__

f. Are operating/safety instructions clearly readable? __|__|__

16. Component Storage Space

a. Main rotor blade(s)? __|__|__

b. Tail rotor blade(s)? __|__|__

c. Engine container(s)? __|__|__

d. APS-124 radome cover? (stored on hangar deck during maintenance. See H-60R mod drawings) __|__|__

e. Main rotor blade restraining sets? __|__|__

f. Are appropriate securing mechanisms available for the above items? __|__|__

NOTE: For ships configured for class 1 MH-60R operations, space shall be provided for the stowage of, but not limited to: one forward looking infrared (FLIR) stowage container, one M-299 Hellfire Launcher, and two external fuel tanks for each helicopter to be hangared.

17. Aviation Detachment Spaces
a. Is the aircraft work space large enough to safely accommodate all maintenance for embarked aircraft? (approximately 125 square feet). __|__|__

b. Is the work area equipped with the following:

(1) LP air and drier? __|__|__

(2) Work bench with electrical power? __|__|__

(3) Vise? (in operable condition) __|__|__

(4) Hoisting capability? (Up to 13,500 pounds (AAS); (ACS) 2000 pounds for H1, H2, H3, H53, and H60; 2500 pounds for H46. For RAST equipped ships RSD hoisting capability of 3050 pounds is required.). __|__|__

(5) Adequate storage cabinets? __|__|__

(6) Flammable storage? (not located in hangar) __|__|__

c. Is the material condition of the work space satisfactory? __|__|__

d. Is the material condition of the equipment satisfactory? __|__|__

e. Is space provided for an administrative office?

(1) Does it have two desks? __|__|__

(2) Does it have filing cabinets? __|__|__

(3) Does it have appropriate stowage space for one linear foot of confidential material? __|__|__

18. AEL Equipment

a. Are two pairs of class III, type I, rubber gloves available? __|__|__

b. Is the proper grounding wand provided as follows:
YES/NO/NA

(1) ACS – one each? ___|___|___
(2) AAS – two each? ___|___|___

   c. Are both 9’ and 14’ TD-1B/TD-1B tie down chains provided per applicable AEL? ___|___|___

   (1) Number required? __________ ___|___|___
   (2) Number available? _________ ___|___|___

   d. Does each TD-1B chain have an “S” hook installed to prevent chain/tensioner assembly separation? (NAWC Support Equipment 4455) ___|___|___

   NOTE: Support Equipment Change 2966 replaces the latch pin on the tensioner assembly with a nut and bolt.

   NOTE: Support Equipment Change 4287 replaces the bottom spacer pin, when worn, with bolt, nut, and aluminum spacer sleeve.

   e. Are bulb hooks and 5/8” shackles available for flight decks with clover leaf securing fittings installed? ___|___|___

   f. Are NWC-4 wheel chocks provided per applicable AEL? ___|___|___

      (1) Number required? __________ ___|___|___
      (2) Number available? _________ ___|___|___
      (3) Has one washer been removed from each bolt/nut to allow one full thread engagement? ___|___|___

   g. Has one flight deck cranial helmet been modified to incorporate a sound-powered headset (VERTREP capability)? ___|___|___

   h. Is the SRC-22, MOMS, SRC-47, and/or Motorola Expo system available for operations during flight quarters? (AAS) ___|___|___
i. Are taxi signal wands provided per applicable AEL? __|__|__

19. AFFF Hose Stations (125/250 GPM, AS APPLICABLE)

   a. Are correct hoses installed at the stations (if collapsible hoses are installed, orange enduro preferred, rubber jacketed acceptable, as required by PMS)? __|__|__

   b. Is the correct length of hose installed? __|__|__

   c. Is proper vari-nozzle installed? __|__|__

      (1) 1 1/2” hose – 125 gpm: _________ __|__|__

      (2) 2 1/2” hose – 250 gpm: _________ __|__|__

   d. Check each AFFF generating station for the following required equipment and placards:

      Number of stations on board: __________

      Number of stations inspected: _________

      (1) Is the tank filled to the top of the sight glass? __|__|__

      (2) Is the material condition of each tank acceptable? __|__|__

      (3) Is there any evidence of leakage around inspection plates and sight glass gages? __|__|__

      (4) Are sight glass valves, lock-wired open? __|__|__

      (5) Are piping, valves, and solenoid operated pressure valve(s) (SOPV(s)) in acceptable material condition? __|__|__

      (6) Is there any evidence of leakage? __|__|__

      (7) Are operating instructions and a diagrammatic drawing posted on/by each generating station? __|__|__
(8) Is a minimum of 50 percent spare AFFF readily available at installed AFFF stations? (ACS) __|__|__

(9) Is there a current AFFF analysis? __|__|__

(10) Are X-50J sound powered phone connections available at the hose reel stations? __|__|__

20. **Aviation Area Fire Extinguishers:**

   a. Check CO2 bottles on ACSs for the following:

      (1) Are two 15 pound CO2 bottles available for the helicopter landing area, and one available for each landing spot, on ships with multiple landing spots? __|__|__

      (2) Are these bottles, or additional bottles in these numbers, properly fitted with insulated horn extensions in accordance with NAVAIR 00-80R-14 current revision (to include two MV-22 extension wands fitted to CO2 bottles)? __|__|__

   b. Are two PKP bottles available for each landing spot? (ACS) __|__|__

   c. Is one CO2 bottle and one PKP bottle installed at, or in close proximity, to each installed AFFF station? __|__|__

   d. Is the inspection tag and the lead wire seal removed from each fire bottle serving helicopter operating areas? __|__|__

**NOTE:** Yellow beaded seals are acceptable for flight deck use.

   e. Does each aircraft hangar have two CO2 and two PKP bottles mounted for ready use? (ACS) __|__|__

   f. Are CO2/PKP bottles in good material condition? __|__|__

      (1) Is PKP agent dry and free of caking? __|__|__

      (2) Are seals intact? __|__|__
21. Flight/Hangar Deck, Fire Fighting Markings
   a. Are flight deck markings per applicable drawings? __|__|__
   b. Are hangar deck markings per applicable drawings? __|__|__

22. Crash & Rescue Tools
   a. The flight deck crash, salvage, and rescue team shall maintain a minimum of one tool kit (ACS/AAS). LHA and LHD class ships are required to maintain two tool kits in total: one for flight deck team, and one for hangar deck rescue team. Does the tool kit contain the tools as required by NAVAIR 00-80R-14 Chapter 8 (LHA/LHD), and Chapter 9 (ACS/LPD), and applicable AELs? __|__|__

NOTE: AAS only – Ground locks for each type aircraft (AVCAL items).

23. Fireman’s Proximity Suit or Hot Suit Criteria
   (refer to applicable AEL to verify current quantities)
   a. Are there six complete sets of hot suits in the crash locker? (AAS) __|__|__
   b. Are there two sets as ready spares? (AAS) __|__|__
   c. Are there three complete sets of hot suits for the rescue personnel? (ACS) (Five complete sets for LPDs) __|__|__
   d. Are the gold face shields free of scratches? __|__|__

NOTE: Gold face shields lose 90 percent of their reflective capability when scratched and shall be replaced immediately.

   e. Do helmet shield protectors snap over the gold face shield if applicable? __|__|__
   f. Are hot suits maintained in an “as new” condition? __|__|__
**NOTE:** Hot suits shall be maintained in an “as new” condition to maintain maximum reflectivity.

**NOTE:** Pilot’s NOMEX flight gloves must be worn under hot suit gloves but shall not replace them.

**NOTE:** A complete set of protective clothing includes: trousers, coat, gloves, aviator summer flight gloves, flash hood (sock), proximity helmet, hood, and boots. All shall meet requirements of NFPA 1971/2007 edition standards. Structural helmets are not permitted for use on the flight deck.

24. **Weapons Jettison Ramp**

   a. Are weapons jettison ramps installed where required by NAVSEA drawings and directives? __|__|__

   b. Are catwalk ramps in working condition? __|__|__

25. **JP-5 Fuel**

   a. Are the following instructions properly posted in each fuel station:

      (1) “NO SMOKING”? __|__|__

      (2) “Recirculate fuel two (2) minutes before refueling A/C”? __|__|__

      (3) Aviation fuels handling safety precautions? __|__|__

      (4) Operating instructions? __|__|__

   b. Is there a receptacle for sound-powered phones? __|__|__

   c. Are sound-powered phones available? __|__|__

   d. Is there an Emergency Service “STOP” button available nearby? __|__|__

   e. Is it labeled “JP-5 EMERGENCY STOP”? __|__|__
f. Is there an adequate means of recirculating and flushing at the fueling station? ___|___

g. Is there a pressure gage at the fueling station? ___|___

(1) Is it properly mounted? ___|___

(2) Has it been calibrated (per METCAL program)? ___|___

Date of calibration__________.

h. Is a hose reel used for hose storage? ___|___

i. If there is no reel, is there adequate means for proper hose storage when not in use? ___|___

j. Are the deck hatches to the fuel station in good working order? ___|___

k. Are the deck edge rollers properly installed? ___|___

(1) Are they operable? ___|___

(2) Are they maintained properly (reference current PMS)? ___|___

l. Is there a cover for the recirculation piping when it is not in use? ___|___

m. Is there a properly installed one way check valve, either at the fuel station or downstream from the service filter? ___|___

n. Is there any evidence of leakage in the piping, hose reel, hoses, or nozzles? ___|___

o. Is/are the fuel station(s) properly color coded? ___|___

p. Is/are the fuel station(s) properly cleaned? ___|___
q. Is/are the fuel station(s) free of explosive liquids? __|__|__

r. Are the proper hoses available for the ship’s installation:

(1) Has each length of hose been hydrostatically tested (reference current PMS)? __|__|__

s. Is the date of that hydrostatic test properly stenciled on each length of hose (reference current PMS)? __|__|__

(1) Does each hose length have the proper fitting installed? __|__|__

(2) Does each length of hose have continuity Within specified limits (reference current PMS)? __|__|__

t. If the ship is equipped with the NATO High Capacity Fueling System, the following hoses are required:

(1) 100 ft. – 2 in. non-collapsible hose with unisex fittings? __|__|__

(2) 100 ft. – 2 in. collapsible hose with unisex fittings and tiedown segment? __|__|__

(3) 10 ft. HIFR saddle with automatic break away fitting? __|__|__

u. Is the following equipment provided:

(1) D1R (Carter type) pressure nozzle? __|__|__

(a) Does it have the proper strainer with lock ring in place? __|__|__

(b) Is the strainer maintained properly (reference current PMS)? __|__|__

(c) Does the nozzle have the proper quick disconnect? __|__|__
<table>
<thead>
<tr>
<th>YES/NO/NA</th>
<th></th>
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<tbody>
<tr>
<td>(d) Is the thumblatch cover installed?</td>
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<tr>
<td>(e) Does the nozzle turn freely in the quick disconnect when in the locked position?</td>
<td></td>
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<td></td>
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<tr>
<td>(f) Does the quick disconnect have continuity?</td>
<td></td>
<td></td>
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<tr>
<td>(g) Is the dust cover properly attached?</td>
<td></td>
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<tr>
<td>(h) Is the proper “Gammon Sampling” coupler installed?</td>
<td></td>
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<tr>
<td>(i) Is the D1R nozzle within continuity limits (reference current PMS)?</td>
<td></td>
<td></td>
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<tr>
<td>(j) Does the nozzle operate properly?</td>
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<tr>
<td>(k) Is the nozzle corrosion free?</td>
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<tr>
<td>(2) Is an aircraft gravity (over wing) nozzle provided?</td>
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<tr>
<td>(a) Does it have a threaded quick disconnect, with strainers?</td>
<td></td>
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<tr>
<td>(b) Does it have a continuity wire?</td>
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<tr>
<td>1 Is the continuity within specified Limits (reference current PMS)?</td>
<td></td>
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<td></td>
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<tr>
<td>2 Plug?</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>3 Clip?</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>(c) Does it operate properly?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(d) Is it corrosion free?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) Grounding Straps (two) to connect aircraft to deck:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) One strap with two clips?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) One strap with one clip and one plug:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
YES/NO/NA

(c) One strap with a clip on one end and clip and plug on the other end? __|__|__

v. Is a defueling pump provided? __|__|__

(1) Are hoses and fittings provided for the defueling pump? __|__|__

NOTE: Ten foot section of defueling hose with adequate storage is required nearest to the aircraft operating area.

(2) Is the NATO High Capacity CCR nozzle provided? __|__|__

(a) Is the AERQUIP adapter AE84524R installed? __|__|__

(b) Is the continuity wire installed? __|__|__

(c) Does the nozzle shut off valve close between 40 and 50 psi? __|__|__

(d) Does the D1R nozzle shut off valve close between 50 and 60 psi? __|__|__

26. **JP-5 CLA-VLA Station**

a. Does each one show evidence of proper preservation? __|__|__

b. Is each one clean? __|__|__

c. Does each one have continuity from all hoses? __|__|__

d. Is there any evidence of leakage? __|__|__

e. Are there appropriate JP-5 fuel hoses:

(1) 1-1/2”? __|__|__

(2) 2-1/2”? __|__|__

f. Does each one have a defueling pump? __|__|__
g. Does the defueling pump have securely mounted coupling/shaft guards? __|__|__

h. Is the station operable? __|__|__

i. Does the fuel station have a filter? __|__|__

   (1) Is the filter “change date” stenciled on the bowl? __|__|__

   (2) Are gauges properly mounted? __|__|__

   (3) Are gauges calibrated? __|__|__

   (4) Is there any evidence of leakage within the filter? __|__|__

27. **JP-5 TEST Equipment**

   a. Is there a complete B2 test kit on board (FSII anti-icing)? __|__|__

   b. Does the ship have an AEL MK III contaminated fuel detector? __|__|__

      (1) Is it stenciled “JP-5 only”? __|__|__

      (2) Is the calibration chart in periodicity according to current PMS? __|__|__

      (3) Does it have a set of wratten filters? __|__|__

      (4) Does it have a set of tweezers? __|__|__

      (5) Has it been electrically safety checked? __|__|__

      (6) Does it have a calibrated fuel sample bottle (calibrated at 500 and 800 milliliters)? __|__|__

      (7) Does it have a wash bottle with Clean, Clear, and bright (CC & B) JP-5 fuel? __|__|__

      (8) Is it operating properly? __|__|__
YES/NO/NA

(9) Is it maintained according to current PMS? __|__|__

c. Does the ship have an AEL MK I/II water detector? ___|___

(1) Does it have a standard installed? ___|___

(2) Is the standard in periodicity according to current PMS? ___|___

(3) Has it been electrically safety checked? ___|___

(4) Is it operating properly? ___|___

(5) Is it maintained according to current PMS? ___|___

d. Are there a minimum of three, five gallon safety cans stenciled “JP-5 only”? ___|___

e. Is the correct JP-5 flash point tester provided in accordance with NAVAIR 00-80T-109? ___|___

(1) Does it operate correctly? ___|___


a. Are the following instructions posted on the door to the unmanned machinery room: ___|___

(1) “NO ENTRY WHILE RAST IN OPERATION”? ___|___

(2) “HIGH NOISE LEVEL—HEARING PROTECTION REQUIRED”? ___|___

b. Is there only RAST associated equipment in the machinery room? ___|___

c. Is all of the equipment in the machinery room properly secured? ___|___

d. Is the machinery and machinery room in good material condition? ___|___
e. Is there evidence of the proper use of preservation materials? __|__|__

f. Is there any evidence of leakage in the hydraulic system? __|__|__

g. Are hydraulic fluid samples analyzed according to current PMS? __|__|__

h. Are all required special tools on board and functional? __|__|__

i. Are sound-powered communications to the LSO control station available? __|__|__

j. Are the sound-powered phone sets operational? __|__|__

k. Check each traverse cable for the following:
   (1) Is it rust free? __|__|__
   (2) Are there any broken strands? __|__|__
   (3) Are the ends frayed? __|__|__

l. Are there a minimum of three spare Recovery Assist (RA) cables stored on the machinery room bulkhead? __|__|__

m. Are the cables cut to the proper length? __|__|__

n. Check Tail Guide Winch (TGW) RA cables for the following:
   (1) Are they rust free? __|__|__
   (2) Are there any broken strands? __|__|__
   (3) Are the ends frayed? __|__|__

o. Is there a nitrogen cylinder properly mounted in the machinery room? __|__|__

p. Do(es) the mounted nitrogen cylinder(s) meet minimum charge requirements? __|__|__
q. Are the following signs properly mounted in the machinery room:

(1) “DANGER – HIGH VOLTAGE”?  

(2) “HIGH NOSE LEVEL – HEARING PROTECTION REQUIRED”?  

(3) “DANGER – OPERATING MACHINERY”?  

r. Are all gauges and meters properly calibrated?  

s. Is all firefighting equipment properly installed?  

t. Is all firefighting equipment operable and maintained according to current PMS?  

u. Are all filter indicators on the Winch Hydraulic Power Unit (WHPU) in the down position?  

v. Is the 2075 TH hydraulic fluid in the WHPU reservoir at the proper level according to current PMS?  

w. Does each walkway in the machinery room have a slip resistant deck covering?  

x. Are all flight deck drains clean and in their proper place?  

y. Is/are bell mouth(s) within wear tolerances as prescribed by current PMS?  

z. Is/are bell mouth plug(s) in good condition?  

aa. Is sufficient length of SLOT SEAL available to seal the length of each track?  

bb. Is/are RAST track(s) clean and free of debris?  

cc. Is/are RAST track(s) properly painted?
dd. Are all bolts in place and securely fastened on RAST track plates? __|__|__

e.e. Are TGW boxes and hatches free of corrosion and rust? __|__|__

ff. Are all control lights operable? __|__|__

gg. Is slip resistant rubber matting installed on the walkway in the control station? __|__|__

hh. Is a portable CO2 fire extinguisher properly installed? __|__|__

ii. Is the portable CO2 extinguisher properly maintained according to current PMS? __|__|__

jj. Is the view of the flight deck clear and unobstructed through the control panel windows? __|__|__

kk. Are the following communications systems in an operable condition:

(1) UHF head set (H-172/U) __|__|__

(2) Sound-powered phones __|__|__

(3) Five MC announcing system __|__|__

(4) Helicopter crash alarm __|__|__

ll. Check control station windshield wipers for the following:

(1) Are they operational? __|__|__

(2) Are the blades in good condition? __|__|__

(3) Are replacement blades available? __|__|__

mm. Are Rapid Securing Device (RSD) flags operable when RSD beams are in the CLOSED position? __|__|__

nn. Are RSD safety bars available? __|__|__
oo. Are the RSD safety bars properly pinned in position when not in use? ___|___|___

pp. Do RSD safety bars have locking pins attached? ___|___|___

qq. Is hydraulic fluid at the proper level in the RSD reservoir as prescribed in current PMS? ___|___|___

29. Aircraft Operations Bill

a. Does the ship have an up-to-date Aviation Operations Bill? ___|___|___

b. Does the bill contain all procedures to assure safe operations? ___|___|___

c. Does the bill specify the levels, classes, and aircraft for which the ship is certified? ___|___|___

d. Does the bill address shipboard smoke control resulting from aircraft fires? ___|___|___

e. Does the bill discuss ship maneuvers and identify ventilation which must be secured in the event of fight/hangar deck emergency? ___|___|___
MEMORANDUM

From: First Lieutenant, USS Squared Away (CG-XX)
To: Commanding Officer, USS Squared Away (CG-XX)
Via: (Appropriate Chain of Command)

Subj: FLIGHT DECK SAFETY NET LOAD TEST

NOTE: One additional memo required for each of the following: (PADEYE Load Test, AFFF Analysis, AC/DC Load Bank, Hangar Sprinkling System MEMO, Flight Deck Sprinkling System MEMO, Helicopter Maintenance Hoist, JP-5 Storage and Service Tank Inspection MEMO, TACAN Certification)

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 3700.1
     (b) S9AA0-AB-GOS-010 REV: 04
     (c) NAVSEA DWG: 803-5000902-REV B

Encl: (1) Test and Inspection Record (933802)

1. As per reference (a), enclosure (1) lists the results of the flight deck safety net load test performed on XX June 20XX by Southwest Regional Maintenance Center Shop 930C/WT. This memorandum and enclosure are submitted for your review, and for inclusion in the Aviation Facilities Coordinator Binder.

2. The test consisted of a static load test of 1,000 LBS on full nets and 500 LBS on filler nets for 10 minutes as per references (b) and (c).

3. Every net passed the load test and no damage was indicated during the pre or post inspections.

4. The next test is scheduled in April 20XX, after the refurbished nets and frames are installed onboard.

I. R. SMART

Copy to:
First LT
Aviation Facilities Binder

Enclosure (17)
### CERTIFICATION AND SUSTAINMENT REQUIREMENTS – (ACS & LCS)

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Event</th>
<th>Condition(s)</th>
<th>Certification (Minimum # Evolutions)</th>
<th>Sustainment (Minimum # Evolutions)</th>
<th>Sustainment Periodicity (w/in___Days)</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Day</td>
<td>6</td>
<td>6</td>
<td>180</td>
<td>Night evolutions convey both night and day requirements for currency purposes only. If the certification or currency evolutions are NVD aided then the ship is qualified for both aided (NVD) and unaided operations. If Initial certification or currency evolutions are unaided then ship will be ONLY certified or current for unaided operations.</td>
</tr>
<tr>
<td>Rotary Wing</td>
<td>Launch &amp; Recovery</td>
<td>Night: NVD-Aided or Un-Aided (NVD-Aided Minimum)</td>
<td>6 (6)</td>
<td>6 (6)</td>
<td>90</td>
<td>Actual fuel transfer required. Night evolutions convey both night and day requirements.</td>
</tr>
<tr>
<td></td>
<td>Refuel Aircraft</td>
<td>Day or Night</td>
<td>1</td>
<td>2</td>
<td>180 (Day) 90 (Night)</td>
<td>Actual fuel transfer NOT required.</td>
</tr>
<tr>
<td></td>
<td>HIFR (CG/FFG/DDG only)</td>
<td>Day</td>
<td>1</td>
<td>1</td>
<td>365</td>
<td>Before conducting aided (NVG) VERTREP ship must be qualified and current for night aided launch and recover operations.</td>
</tr>
<tr>
<td></td>
<td>VERTREP</td>
<td>Day or Night</td>
<td>5</td>
<td>5</td>
<td>180</td>
<td>Ref. NAVAIR 00-80R-14.</td>
</tr>
<tr>
<td></td>
<td>Respond to Flight Deck Fire</td>
<td>Day or Night</td>
<td>1</td>
<td>2</td>
<td>30</td>
<td>Ref. NAVAIR 00-80R-14.</td>
</tr>
</tbody>
</table>
### CERTIFICATION AND SUSTAINMENT REQUIREMENTS – (LPD & LSD)

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Event</th>
<th>Condition(s)</th>
<th>Certification (Minimum # Evolutions)</th>
<th>Sustainment (Minimum # Evolutions)</th>
<th>Sustainment Periodicity (w/in ___ Days)</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rotary Wing or Tilt Rotor</td>
<td>Launch &amp; Recover</td>
<td>Day</td>
<td>6 (6)</td>
<td>6 (6)</td>
<td>90</td>
<td>Night evolutions convey both night and day requirements for currency purposes only. If the certification or currency evolutions are NVD aided then the ship is qualified for both aided (NVD) and unaided operations. If Initial certification or currency evolutions are unaided then ship will be ONLY certified or current for unaided operations.</td>
</tr>
<tr>
<td></td>
<td>Refuel Aircraft</td>
<td>Day or Night</td>
<td>1</td>
<td>2</td>
<td>180 (Day) 90 (Night)</td>
<td>Actual fuel transfer required. Night evolutions convey both night and day requirements.</td>
</tr>
<tr>
<td></td>
<td>VERTREP</td>
<td>Day or Night</td>
<td>5</td>
<td>5</td>
<td>180</td>
<td>Before conducting aided (NVG) VERTREP ship must be qualified and current for night aided launch and recover operations.</td>
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<tr>
<td></td>
<td>Respond to Flight Deck Fire</td>
<td>Day or Night</td>
<td>1</td>
<td>2</td>
<td>30</td>
<td>Ref. NAVAIR 00-80R-14.</td>
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</tbody>
</table>
## CERTIFICATION AND SUSTAINMENT REQUIREMENTS - (LHA & LHD)

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Event</th>
<th>Condition(s)</th>
<th>Certification (Minimum # Evolutions)</th>
<th>Sustainment (Minimum # Evolutions)</th>
<th>Sustainment Periodicity (w/in ___ Days)</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rotary-wing</td>
<td>Launch &amp; Recovery</td>
<td>Day</td>
<td>24</td>
<td>24 (12)</td>
<td>24 (12)</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Night: NVD-Aided or Un-Aided (NVD-Aided Minimum)</td>
<td>24 (12)</td>
<td>24 (12)</td>
<td>90</td>
<td>24 total night evolutions required. Minimum 12 NVD-Aided evolutions required for NVD-Aided certification/sustainment. Night evolutions convey both night and day requirements for currency purposes only. If the certification or currency evolutions are NVD aided then the ship is qualified for both aided (NVD) and unaided operations. If Initial certification or currency evolutions are unaided then ship will be ONLY certified or current for unaided operations.</td>
</tr>
<tr>
<td>Tilt Rotor</td>
<td>Launch &amp; Recover</td>
<td>Day</td>
<td>16</td>
<td>16</td>
<td>16 (8)</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Night: NVD-Aided or Un-Aided (NVD-Aided Minimum)</td>
<td>16 (8)</td>
<td>16 (8)</td>
<td>90</td>
<td>16 total night evolutions required. Minimum 8 NVD-Aided evolutions required for NVD-Aided certification/sustainment. Night evolutions convey both night and day requirements for currency purposes only. If the certification or currency evolutions are NVD aided then the ship is qualified for both aided (NVD) and unaided operations. If Initial certification or currency evolutions are unaided then ship will be ONLY certified or current for unaided operations.</td>
</tr>
<tr>
<td>Fixed Wing</td>
<td>Launch &amp; Recover</td>
<td>Day</td>
<td>8</td>
<td>8</td>
<td>180</td>
<td></td>
</tr>
</tbody>
</table>
### CERTIFICATION AND SUSTAINMENT REQUIREMENTS - (LHA & LHD)

<table>
<thead>
<tr>
<th>Aircraft Event</th>
<th>Event</th>
<th>Condition(s)</th>
<th>Certification (Minimum # Evolutions)</th>
<th>Sustainment (Minimum # Evolutions)</th>
<th>Sustainment Periodicity (w/in____Days)</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Night: NVD-Aided or Un-Aided (NVD-Aided Minimum)</td>
<td>Day or Night</td>
<td>8 (4)</td>
<td>8 (4)</td>
<td>90</td>
<td>8 total night evolutions required. Minimum 4 NVD-Aided evolutions required for NVD-Aided certification/sustainment. Night evolutions convey both night and day requirements for currency purposes only. If the certification or currency evolutions are NVD aided then the ship is qualified for both aided (NVD) and unaided operations. If Initial certification or currency evolutions are unaided then ship will be ONLY certified or current for unaided operations.</td>
<td></td>
</tr>
<tr>
<td>Refuel Aircraft</td>
<td>Day or Night</td>
<td>1</td>
<td>2</td>
<td>180 (Day) 90 (Night)</td>
<td>Actual fuel transfer required. Night evolutions convey both night and day requirements.</td>
<td></td>
</tr>
<tr>
<td>VERTREP</td>
<td>Day or Night</td>
<td>5</td>
<td>5</td>
<td>180</td>
<td>Before conducting aided (NVG) VERTREP ship must be qualified and current for night aided launch and recover operations.</td>
<td></td>
</tr>
<tr>
<td>Aircraft Fire Fighting on Flight Deck with Ordnance</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>30</td>
<td>Ref. NAVAIR 00-80R-14.</td>
<td></td>
</tr>
<tr>
<td>Phase-II, Aircraft Salvage with Crash Forklift</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>90</td>
<td>(See Note 1, 2)</td>
<td></td>
</tr>
<tr>
<td>Phase-III, Aircraft Salvage with Crash Crane</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>90</td>
<td>(See Note 1, 2)</td>
<td></td>
</tr>
<tr>
<td>Flight Deck Fuel Station Fire Drill</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft Fire Fighting in Hangar Deck</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>30</td>
<td>Ref. NAVAIR 00-80R-14.</td>
<td></td>
</tr>
<tr>
<td>Hangar Deck Fuel Station Fire Drill</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>90</td>
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<td></td>
</tr>
<tr>
<td>Aviation Fuel System Casualty</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aviation Fuel Pump Room Casualty</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft</td>
<td>Event</td>
<td>Condition(s)</td>
<td>Certification (Minimum # Evolutions)</td>
<td>Sustainment (Minimum # Evolutions)</td>
<td>Sustainment Periodicity (w/in__Days)</td>
<td>Requirements</td>
</tr>
<tr>
<td>--------------------------</td>
<td>--------------------</td>
<td>--------------</td>
<td>--------------------------------------</td>
<td>-----------------------------------</td>
<td>-------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Aviation Fuel-Filter Casualty</td>
<td>Day or Night</td>
<td>1</td>
<td>1</td>
<td>90</td>
<td></td>
<td>Note 1: If no “Dud” is available during certification events, Phase-II and/or Phase-III Salvage may be validated through completion and verification of Aircraft Fire fighting Shipboard Team Training (AFSTT) Course C-780-2012A within the past 180 days. Note 2: If no “Dud” is available, Repetitive Exercise (RE-4)/(RE-5) can be reported as complete by holding classroom training and hands-on simulation with equipment using Phase II/III salvage procedures as outlined in the NAVAIR 00-80R-19 and documented in training jackets.</td>
</tr>
</tbody>
</table>