DEPARTMENT OF THE NAVY

COMMANDER, NAVAL AIR FORCE,
UNITED STATES PACIFIC FLEET
BOX 357051
SAN DIEGO, CALIFORNIA 92135-7051

COMMANDER, NAVAL AIR FORCE,
UNITED STATES ATLANTIC FLEET
1279 FRANKLIN STREET
NORFOLK, VIRGINIA 23511-2494

COMNAVAIRPACINST/
COMNAVAIRLANTINST 3500.71
NAVAIRPAC N73
NAVAIRLANT N81A

COMNAVAIRPAC/COMNAVAIRLANT INSTRUCTION 3500.71

Subj: CV FLIGHT OPERATIONS FOLLOWING OVERHAUL, RESTRICTED AVAILABILITY, NEW CONSTRUCTION, OR EXTENDED NON-FLYING PERIODS

Ref:
(a) NAEC 94-1143, Procedure for Catapult Certification Tests
(b) NAEC 94-1142, Procedure for Arresting Gear Certification Tests
(c) NAEC 91-7993, Procedure for LSO HUD Certification Tests
(d) NAEC 7912 Certification Tests, Procedure for Fresnel Lens Optical Landing System
(e) NAEC ENG 7589, Procedure for Manually Operated Visual Landing Aid System Certification Tests
(f) NAEC ENG 7034 Procedure for Flight Deck Markings and Lighting Certification Tests
(g) VLA General Service Bulletin No. 8/Current Revision
(h) NAEC 91-8050, Procedure for Wind Measuring System Certification Tests
(i) NAVAIR 00-80R-19, NATOPS U.S. Navy Aircraft Crash and Salvage Operations Manual (Afloat)
(j) NAVAIR 17-1-114 Inspection and Proof Load Testing of Lifting Slings Restraining Devices for Aircraft and Related Components
(k) NAVAIR 00-80R-14, NATOPS U.S. Navy Aircraft Fire Fighting and Rescue Manual
(l) COMNAVAIRLANT/COMNAVAIRPACINST 3100.4 (Series) Air Department Standard Operating Procedures
(m) COMNAVAIRLANTINST 13800.3E/COMNAVAIRPACINST 13800.9 (Series) Aircraft Launch and Recovery Operations Manual
(n) Manual of Medicine 15-65
(o) NAVAIR 00-80T-109, A/C Refuel NATOPS Manual
(p) CINCLANTFLTINST 3541.1/CINCPACFLTINST 3541.1 (Series)
(q) TM 59542-AL-MMM-010, Aircraft Fuel/Defuel Stations in CV and CVNs with CLAVAL Installations
(r) NAEC ASW-51-870, FUELS REPORT
(s) OPNAVINST 4790.4 (Series) 3-M Manual
(t) NAVSEA DRAWING 56Y32 Portable Defuel Cart
(u) NSTM CHAPTER 542 Gasoline and JP-5 Fuel Systems
(v) NWP-14 Replenishment at Sea
(w) NAVAIR 00-80T-105, CV NATOPS
(x) NAVAIR 51-15, Catapult Operation Instructions Technical Manual
(y) NAVAIR 51-5, Aircraft Recovery Equipment Operation, Maintenance and Overhaul Technical Manual
(z) COMNAVAIRLANT/COMNAVAIRPACINST 3500.20 (Series) Aircraft Carrier Training and Readiness Manual
(aa) NAVEDTRA 43100-1, Personnel Qualification Standard (PQS) Management Guide
(bb) NAVAIR 00-80T-96, U.S. Navy Support Equipment

(cc) MILPERSMAN 260150
(dd) OPNAVINST 7220.4 (Series) Incentive Pay for the Performance of Hazardous Duty During Flight Deck Operations on the Flight Deck of Ships Certified to Launch Aircraft
(ee) Aviation Fuels Operating Sequence System (AFOSS)
(ff) OPNAVINST 3120.32 (Series) Standard Organization and Regulations of the U.S. Navy
(gg) COMNAVAIRPACINST 9150.8 (Series)
(hh) COMNAVAIRLANTINST 9150.6 (Series)
(ii) OPNAVINST 3120.28 (Series) Certification of the Aviation Capability of Naval Ships Operating Aircraft
(jj) NAVAIRINST 3120.1 (Series)
(kk) NAVAIRINST 13800.11 (Series)
(ll) NAVAIR AE-CVATC-OPM-000, Carrier Air Traffic Control Manual

Encl: (1) Aircraft Carrier Phase I Flight Deck Certification Requirements
(2) Aircraft Carrier Flight Deck/CATCC Certification Phase II Aircraft Handling Requirements
(3) Final Certification Report
(4) CATCC Proficiency Certification

1. Purpose. To establish minimum criteria to be met prior to conducting aircraft carrier (CV/CVN) flight operations for carriers following Complex Overhaul (COH), Selective Restricted Availability (SRA), new construction, or other extended non-flying periods. Due to extensive revisions, individual paragraph markings to indicate revision, additions and deletions have been omitted. This instruction is a complete revision and should be read in its entirety.

2. Cancellation. COMNAVAIRPACINST 3500.51G/COMNAVAIRLANTINST 3500.53G

3. Background. During extended periods of maintenance, carriers experience decreased proficiency in required skills due to personnel turnover and the lack of operational continuity. To ensure maximum operational safety, certain basic training must be completed and satisfactory operation of aircraft launch and recovery equipment and the aviation fuel system must be verified prior to conducting routine flight operations. No routine flight operations shall be conducted until the ship is in compliance with the contents of this instruction.

4. Discussion

a. Aircraft carriers shall contact COMNAVAIRLANT (N81A)/COMNAVAIRPAC (N73) approximately one month prior to the scheduled flight deck certification to discuss specific plans and requirements.

b. The Commander, Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT)/ Commander, Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC) Aircraft Handling Team, Damage Control Assist Team, and Carrier Air Traffic Control Center (CATCC) Evaluation Team will be embarked to observe and assist in completion of operational requirements for proficiency certification. The Officer in Charge (OIC) of the Aircraft Handling Team will act as the senior member of the evaluation team and shall make reports of completion, where applicable, to the Commanding Officer (CO). Responsibility for safe operations, however, remains with the ship's CO.

c. Fixed wing launches or recoveries shall not be permitted the first day at sea. Initial flight operations shall be conducted at a slow, safe level. Satisfactory day flight deck drills shall be completed prior to any day operations and satisfactory night flight deck drills shall be completed prior to any night flight operations. The Carrier Air Traffic Control Center

(CATCC) must be evaluated prior to any actual Case III operations. Prior to refueling any fixed or rotary wing aircraft from the ship*s aviation fuel system, the provisions of paragraph 5.d. must be completed.

5. Action

a. Flight Deck Certification. Prior to conducting fixed wing CV/CVN flight operations, the following drills, tests, inventories and training shall be satisfactorily completed and equipment certification attained. Documentation of results shall be provided to the OIC of the Aircraft Handling Team for forwarding up the chain of command. The operational requirements for certification will be conducted in two phases as described below:

(1) Phase I. Phase I operations shall be conducted in compliance with the provisions of enclosure (1) of this instruction and references (a) through (jj). Upon successful completion of Phase I requirements, written certification for initial fixed wing flight operations will be provided to the Commanding Officer using enclosure (1). As a prerequisite to completion of Phase I, readiness of shipboard fire fighting systems shall be certified as discussed below:

(a) Tests of the fixed flight/hangar deck fire fighting system and mobile fire fighting equipment (Twin Agent Unit (TAU) II and P-16). These tests will encompass light-off of the fixed system (and hose reels), including flow of salt water and Aqueous Film-Forming Foam (AFFF) (when required by Preventive Maintenance System (PMS)) to ensure proper coverage. Criteria for certification shall be per references (k) and (p). At a minimum, 90 percent of the nozzles in each group must flow and no more than two non-adjacent flight deck zones or hangar bay groups may be inoperative.

(b) Mobile equipment will be operated and AFFF agent discharged to ensure proper flow and operation. AFFF supply must not be degraded below 50 percent in all systems on completion of tests.

(2) Phase II. After Phase I requirements have been satisfied, Phase II operations shall be conducted per enclosure (2) of this instruction and references (a) through (jj). Upon satisfactory completion of Phase II, the CO will be notified in writing of completion of the flight deck certification using enclosure (3).

b. Precision Approach and Landing System (PALS) Certification. PALS certification/verification requirements described in reference (kk), must be current or completed prior to using PALS. A maximum of two aircraft are authorized to simultaneously perform PALS certification/verification with minimums of 400/1.

c. CATCC Proficiency Certification

(1) Except for aircraft performing PALS certification/verification, actual Case III flight operations shall not be conducted until a minimum of two day Visual Meteorological Condition (VMC) practice Case III recovery periods have been accomplished and the CATCC crew certified "safe to conduct flight operations" by the CATCC Evaluation Team. The following criteria applies to the practice Case III recovery periods:

(a) Case II weather minimums or better are required.

(b) Each recovery should consist of at least 10 aircraft. If 10 aircraft are not available, an absolute minimum of 8 aircraft will satisfy recovery size/duration requirements.

(c) Recovery aircraft must proceed to and establish holding in marshal. A ramp time shall be issued by PriFly and expected approach times (EATs) issued to aircraft.

(d) Approaches shall be conducted "to the deck."

(2) As part of the CATCC Proficiency Certification, the checklist in Appendix J of reference (ll) will be completed.

(3) Upon satisfactory completion of the CATCC Proficiency Certification, the Commanding Officer will be notified in writing using enclosure (4).

d. Aviation Fuels System Certification. The aviation fuels system shall be certified per the requirements of reference (r), enclosure (1), prior to commencing on board aircraft refueling operations. The ship shall ensure procedures and diagrams in the Aviation Fuel Operational Sequencing System (AFOSS) manuals are technically correct and reflect any changes accomplished during COH, SRA, or new construction. AFOSS and applicable Commander, Naval Sea Systems Command (NAVSEA); Commander, Naval Air Systems Command (NAVAIR); and Type Commander (TYCOM) directives shall be utilized when conducting the operational phase of this evaluation. The evaluation is oriented toward the state of training of the aviation fuels division personnel, the adequacy of administrative procedures, the material readiness of the aviation fuels spaces and equipment, and the adequacy of operational procedures. If, during the course of the evaluation, conditions are observed that would jeopardize safety of the ship's personnel, equipment or aircraft, the affected system, subsystem, or component shall be secured. The senior member of the evaluation team shall immediately notify the CO and the appropriate ship's personnel of such major deficiencies and recommend corrective action. The operational restriction will remain in effect until the deficiency has been corrected.

6. Sixty-Day Rule. If a ship has conducted flight operations on a regular basis, and then stands down for a period of greater than 60 days (but less than 110 days), a currency update must be conducted by the Type Commander Aircraft Handling Team and CATCC Evaluation Team prior to conducting routine flight operations. This does not limit the ship to a "no fly" schedule the first day at sea but does require verification of the provisions of enclosure (1), and satisfactory demonstrations of Pre-Tailored Ships Training Availability (Pre-TSTA) drills of reference (z).

7. Exceptions

a. Limited helicopter operations may be conducted to provide life guard, Medical Evacuation (MEDEVAC), and critical logistics (repair parts critical to operation of the ship or of a life saving nature) prior to completion of the Phase I training requirements cited in paragraph 5.a.(1), provided deck markings, lighting, shipboard fire fighting equipment and training are deemed adequate by the CO.

b. Critical day fixed wing logistic flights and recovery of aircraft necessary to conduct equipment checks are authorized upon completion of all Pre-TSTA drills (reference (z)); certification of; Nose gear launch, Arresting gear, Barricade, Fresnel lens optical system, Manually operated visual landing aid system, Jet blast deflectors and Tactical Air Navigation (TACAN) systems; and when the requirements of paragraph 7.a. above are met.

8. Waiver of Requirements. In cases where a ship is unable to meet the criteria of this instruction, a request for an operational waiver will be made to the appropriate Fleet Commander-in-Chief, info the ship's Type Commander and the assigned Immediate Superior-in-Command (ISIC).

“Signed”	“Signed”
R. L. LEITZEL	R. L. CASEY
Chief of Staff	Chief of Staff
COMNAVAIRLANT	COMNAVAIRPAC

Distribution: COMNAVAIRLANT (SNDL Parts 1 and 2 (LANTFLT only, unless otherwise indicated.))
29B1 Aircraft Carrier

Copy to:
21A1 CINCLANTFLT
22A1 Fleet Commander
24H1 Fleet Training Command and Detachment
26H1 Fleet Training Group and Detachment
26J1 Afloat Training Group and Detachment
28A1 Carrier Group
28B1 Cruiser-Destroyer Group
FF5 Safety Center
FKA1A Air Systems Command (AR-537 and PMA-251 only)
FKA1G Sea Systems Command (SEA-942V)
FKR6A Air Warfare Center Aircraft and Training Systems Division
FKR7A Air Engineering Station
FT1 Education and Training, Chief of

Distribution: COMNAVAIRPAC (SNDL Parts 1 and 2 (PACFLT only, unless otherwise indicated.))
29B2 Aircraft Carrier

Copy to:
21A2 CINCPACFLT
22A2 Fleet Commander
24H2 Fleet Training Command
26J2 Afloat Training Group and Detachment
28A2 Carrier Group
28B2 Cruiser-Destroyer Group

Stocked:
COMNAVAIRPAC (N004)
COMNAVAIRLANT (N02A6)

AIRCRAFT CARRIER PHASE I
FLIGHT DECK CERTIFICATION REQUIREMENTS

1. I certify that the following systems/equipments have current certification documented in the associated message date/time group or document indicated.

ITEM	REF	ORIGINATOR	DTG	SER#/DATE	TYCOM CONCURRENCE
CATAPULT #1	a				
CATAPULT #2	a				
CATAPULT #3	a				
CATAPULT #4	a				
BRIDLE ARREST	a				
A/G ENG #1	b				
A/G ENG #2	b				
A/G ENG #3	b				
A/G ENG #4	b				
BARRICADE ENG	b				
LSO HUD	c				
FRESNEL LENS	d				
MOVLAS	e				
FD MARKING & LIGHTING	f, g				
WIND MEASURING SYSTEM	h				
CRASH CRANE	i				
SALVAGE RESCUE PLATFORM	i				
FORKLIFT BOOM ADPR (FINGER BOOM)	i				
TAILHOOK DOLLY	i				
HOISTING SLINGS A-6	j				
EA-6	j				
E-2/C-2	j				
H-3 OR H-60	j				
F/A-18	j				
F-14	j				
S-3	j				
BELLYBANDS	i				
SPREADER BARS	i				

CRASH BOX	i				

2. I certify that the following equipments/systems checks, per listed reference, have been accomplished either during fast cruise or prior. Listed systems or equipments are fully operational or are discrepant as noted.

a. Primary flight control:

SYSTEM	TEST/CHECK OUT	PER	REF		
UHF RADIOS	FUNCTIONALLY CHECKED		l		
1JG CIRCUIT	FUNCTIONALLY CHECKED				
	FUNCTIONALLY CHECKED				
	FUNCTIONALLY CHECKED				
	FUNCTIONALLY CHECKED				
	FUNCTIONALLY CHECKED		l		
WARNING AND CRASH ALARM	FUNCTIONALLY CHECKED		l		
3MC/5MC	FUNCTIONALLY CHECKED		l		
ANEMOMETER	FUNCTIONALLY CHECKED		l		
GYRO RPTR	FUNCTIONALLY CHECKED		l		
CAT SUSPEND SWITCHES	FUNCTIONALLY CHECKED		l, x, m		
A/G SYNCRO RPTRS	FUNCTIONALLY CHECKED		l, y, m		
ALL F/D LIGHTING	FUNCTIONALLY CHECKED		l		
AFFF EMERGENCY LIGHTS	FUNCTIONALLY CHECKED		l		
ALDIS LAMP	FUNCTIONALLY CHECKED		l		
PERSONAL FD GEAR	ISSUED/MARKED CORRECTLY/ INSPECTED		w		

b. Flight and Hangar Decks:

SYSTEM	TEST/CHECK OUT	PER	REF		
AFFF HOSES FLT DECK/HGR DECK	HYDROSTATICAL TEST W/IN 12 MONTHS		MIP		
BELLY BANDS	INSPECTED		i		
CRASH TOOL KIT	INVENTORIED		k		
HNGR DECK TOOL KIT	INVENTORIED		k		

A/C TOW TRACTORS	FUNCTIONALLY CHECKED		l, cc		
A/C SPOTTING DOLLIES	FUNCTIONALLY CHECKED		l, cc		
FLIGHT/HNGR DECK SCRUBBER	FUNCTIONALLY CHECKED		l, cc		
A/C ALBARS	AVAILABLE/CHECKED		cc		
A/C ELEVATORS	PLATFORM CYCLED AT ALL SPEEDS ALL STANCHIONS CYCLED LOCKS CYCLED		l		
ELEVATOR DOORS	FUNCTIONALLY CHECKED		l		
BALLISTIC BAY DOORS	FUNCTIONALLY CHECKED		l		
AESS STATIONS	LOAD BANK TESTED		l		
15K & 20K FORKLIFTS	FUNCTIONALLY CHECKED		l, cc		
P-16s (3)	CHECKED		cc		
CRASH CRANE	FUNCTIONALLY CHECKED		cc		
CRASH DOLLIES	INVENTORIED/CHECKED		l		
CHOCKS	INVENTORIED/CHECKED		l		
STEAM CLEANERS	FUNCTIONALLY CHECKED		l		
NC2'S	FUNCTIONALLY CHECKED		l		
TWIN AGENT UNITS	CHECKED		cc		
AIRCRAFT SLINGS	CHECKED		cc		
LSO PLATFORM SAFETY EQUIPMENT	ISSUED AND INSPECTED		l		
PERSONAL FD GEAR	ISSUED/MARKED CORRECTLY/INSPECTED		w		

c. V-2 ALRE equipment:

SYSTEM	TEST/CHECK OUT	PER	REF		
ALL SP PHONE CIRCUITS	CHECKED AND OPERATIONAL		x,y		
ALL CATS	PRE-OPED (INCLUDING NO LOADS)		l,m x,s		
BA	PRE-OPED		l,m s		
LAUNCH-VALVE SPACES	VENTILATION WORKING		m		
LAUNCH ACCESSORIES	AVAILABLE IN SUFFICIENT QUANTITIES/PRE-OPED		l,m s		

ALL A/G ENGINES	PRE-OPED/FUNCTIONED		l,m y,s		
BARRICADE	CHECKED		l,m		
PWR PACK			y,s		
BARRICADE AIR MOTOR	FUNCTIONALLY CHECKED		s		
DECK STATUS LIGHT	FUNCTIONALLY CHECKED		l,m y,s		
AGO PICKLE SWITCH	FUNCTIONALLY CHECKED		l,m y,s		
FLOLS CHK LIST	CHECKLIST COMPLETE		s		
LENS POLE CHECKS	COMPLETE AND GOOD		s		
MOVLAS	PRE OPED/ALL STATIONS CHECKED OPERATIONAL		s		
PERSONAL FD GEAR	ISSUED/CORRECTLY MARKED/INSPECTED		w		

d. V-4 JP-5 system equipment.

SYSTEM	TEST CHECK OUT	PER	REF		
4JG CIRCUIT	CHECKED		r,l		
QA TEST EQMPT	CHECKED		o,r		
ELECTRICAL CONTINUITY	CHECKED		q,u , s		
NOZZLES, QDs, STRAINERS, SAMPLE CONNECTORS, DUST CVRS & GRND WIRES	CHECKED		r, s		
GAGES	IN PLACE AND CALIBRATED		r		
FUEL HOSES	HYDROSTATIC TEST DATE		s,u , r		
DEFUEL CART & EQUIPMENT	INSPECTED AND TESTED		t, r		
FUEL SPILL CART	CHECKED		r		
VENTILATION EQUIP SPACES	CHECKED		u		
PUMP RM BILGES	CHECK CONDITION, FLUID LEVELS, EDUCTORS AND ALARMS		p		
SPACES AND VALVES	DC CLASSIFICATIONS AND AFOSS OPERATING NUMBER IN PLACE		u, cc		
PIPING	CHECK COMPLETENESS, DETERIORATION, COLOR CODING AND DIRECTIONAL FLOW ARROWS		r		

UNREP EQUIP	CHECKED		v, s		
PERSONAL FD GEAR	ISSUED/MARKED CORRECTLY/INSPECT		w, s		

3. I certify that the following programs have been reviewed and found to be in compliance with governing instruction and/or that tasks noted have been accomplished.

a. All Divisions.

PROGRAM	REVIEWED AND FOUND IN COMPLIANCE WITH	REF
FD FIRE FIGHTING	100%	p
FD PHYSICAL	ACCOMPLISHED AND DOCUMENTED	n
FD ORDERS	PROPERLY DOCUMENTED	dd
HAZ PAY	PROPERLY DOCUMENTED	cc, dd
OBA TRNG	100%	z
EMERG EGRESS TRNG	100%	z
EEBD TRNG	100%	z
PUB, INSTS, LOGS	INVENTORY AND CHECK CURRENCY	gg, hh l, w
PQS RECORDS	UP TO DATE/LTRS OF DESIG FOR BILLETS	a, aa
PMS RECORDS	A/Q/S CHECKS ACCOMPLISHED IN YARDS PROPERLY DOCUMENTED	ff, s
RED TAGS	CLEARED FM YARD WORK/DOCUMENTED CHECKED	ff, s
ALREMP	MANNED AND FUNCTIONING PROPERLY	bb

4. The following items from the above paragraphs were not accomplished for reasons noted and will be completed by the date indicated:

SYSTEM/PROGRAM	DISCREPANCY	EST COM DATE

5. The following items have been checked/inspected with the results indicated:

EQUIPMENT/SYSTEM/PROGRAM	SAT	UNSAT
SPOT CHECK OF ITEMS FROM ENCL (1)		
V/5/V-0 TRAINING PROGRAM/DOCUMENTATION		
V-1 TRAINING PROGRAM/DOCUMENTATION		

V-2 TRAINING PROGRAM/DOCUMENTATION		
V-3 TRAINING PROGRAM/DOCUMENTATION		
V-4 TRAINING PROGRAM/DOCUMENTATION		
V-5/V-0 F/D CLOTHING SPOT CHECKS		
V-1 F/D CLOTHING SPOT CHECKS		
V-2 F/D CLOTHING SPOT CHECKS		
V-3 F/D CLOTHING SPOT CHECKS		
V-4 F/D CLOTHING SPOT CHECKS		
FLIGHT DECK/CATWALKS/LIGHT LOCKERS FOD FREE		
FLIGHT DECK COUNTER MEASURE WASH DOWN SYSTEM		
FLIGHT DECK AFFF STATIONS		
P-16s		
TAUs		
V-2 VIDS BOARDS CLEARED FOR "UP" EQUIP		
WALK THROUGH OF ALL ALRE SPACES		
STEAM PRESSURE CUTOFF SWITCHES LOCKED		
A/G CRO VALVE DRIVE SYSTEMS		
HANG FIRE DRILL(s) ALL UP CATS		
H/D COUNTER MEASURE WASH DOWN TEST		
H/D AFFF STATIONS		
H/D BALLISTIC DOOR OPERATION		
H/D ELEVATOR DOOR OPERATION		
AIRCRAFT ELEVATOR OPERATION		
WALK THROUGH OF F/D FUELING STATIONS		
WALK THROUGH OF H/D FUELING STATIONS		
WALK THROUGH OF JP-5 PUMP ROOMS		
WALK THROUGH OF JP-5 FILTER ROOMS		
CENTRAL CONTROL AND MONITORING SYSTEM		

6. The following items have been checked/inspected with the results indicated:

EQUIPMENT/SYSTEM/PROGRAM	SAT	UNSAT
DAY PRE-TSTA DRILLs AND FXP's		
NIGHT PRE-TSTA DRILLS AND FXP'S		

7. The following drills have been found to be deficient.

DRILL/MOB	DISCREPANCY	RESCHEDULE DATE

8. The flight deck of the USS_____ is/is not (circle one) certified to conduct day flight operations.

OIC CNAP/CNAL Aircraft Handling Team

_____
(Rank/Name/Date)

9. The flight deck of the USS_____ is/is not (circle one) certified to conduct night flight operations.

OIC CNAL/CNAP Aircraft Handling Team

_____

AIRCRAFT CARRIER FLIGHT DECK/CATCC CERTIFICATION
PHASE II AIRCRAFT HANDLING REQUIREMENTS

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

a. FIRST FLYING DAY: (Flight Ops)

EVENT NO.	EVENT
0001	COMPLETE FLIGHT QUARTERS CHECK LIST.
0002	FOD WALK DOWN (A/C HANDLING TEAM CHECK DECK PREPARATION).
0003	LAUNCH HELO.
0004	RECOVER FOUR FIXED WING AIRCRAFT.
0005	SPOT THE FIRST THREE AIRCRAFT IN CQ REFUELING SPOTS AND HOT REFUEL.
0006	AS THE FOURTH AIRCRAFT RECOVERS SIMULATE LOSS OF NOSE GEAR STEERING, LOSS OF BRAKES, AND INABILITY TO RAISE TAIL HOOK (COMPLETE HYDRAULIC FAILURE).
0007	DECK CREW REMOVES AIRCRAFT FROM LANDING AREA USING PROCEDURES AS SET FORTH IN CV NATOPS.
0008	TAXI AIRCRAFT IN EACH FLY.
0009	SPOT AND BACK EACH BOW CATAPULT.
0010	LAUNCH ALL AIRCRAFT FROM THE BOW CATAPULTS.
0011	RUN THE DECK INCREASING AIRCRAFT NUMBER FROM 4 TO 8/10 (ALWAYS LIMITING THE NUMBER TO 6 IN THE LANDING PATTERN). *See note
0012	PRACTICE DAY VMC CASE III RECOVERY TO EXERCISE CATCC.
0013	RECOVER ALL AIRCRAFT IN A FINAL RECOVERY SPOT ON THE BOW.
0014	HOT REFUEL HELO.
0015	DEBRIEF AIRCRAFT HANDLING PROCEDURES.
0016	RESPOT AIRCRAFT FOR NEXT GO.
0017	FOD WALK DOWN.
0018	START ALL AIRCRAFT.
0019	LAUNCH HELO.
0020	SPOT AND BACK EACH WAIST CATAPULT.
0021	LAUNCH ALL AIRCRAFT OFF WAIST CATAPULTS.
0022	RUN THE DECK.
0023	PRACTICE DAY VMC CASE III RECOVERY TO EXERCISE CATCC.
0024	RECOVER ALL AIRCRAFT IN FINAL RECOVERY SPOTS.

0025	DEBRIEF AIRCRAFT HANDLING PROCEDURES.
0026	RESPOT ALL AIRCRAFT TO THE HANGAR DECK.
0027	SPOT AIRCRAFT IN EACH BAY.
0028	DEBRIEF HANGAR DECK AIRCRAFT HANDLING PROCEDURES.
0029	RESPOT AIRCRAFT TO THE FLIGHT DECK.
0030	AFTER NIGHTFALL, START ALL AIRCRAFT.
0031	DEBRIEF NIGHT AIRCRAFT HANDLING PROCEDURES.

NOTE: Maximum number aircraft allowed on board prior to completion of day and night certification is 10 fixed wing aircraft, none of which shall carry ordnance.

b. SECOND FLYING DAY: (FLIGHT OPS)

(1) DAY EVENTS (MINIMUM TWO CYCLES)

(a) UPON SUCCESSFUL COMPLETION OF THE FIRST DAY OF FIXED WING OPERATIONS, BASED ON CREW PROFICIENCY, THE SENIOR CNAP/CNAL OBSERVER MAY OPEN THE DECK FOR ADDITIONAL DAY QUALIFICATIONS AND COD SERVICES. THE NUMBER OF AIRCRAFT IN THE LANDING PATTERN SHALL BE LIMITED TO SIX.

(2) NIGHT EVENTS.

EVENT NO.	EVENT
0001	FOD WALK DOWN
0002	START SIX FIXED WING AIRCRAFT.
0003	BACK BOW CATAPULTS.
0004	LAUNCH AIRCRAFT.
0005	RUN THE DECK.
0006	RECOVER ALL AIRCRAFT IN FINAL RECOVERY SPOT ON BOW.
0007	COMPLETE AIRCRAFT HYDRAULIC FAILURE DRILL.
0008	HOT REFUEL HELO.
0009	DEBRIEF AIRCRAFT HANDLING PROCEDURES.
0010	RESPOT AIRCRAFT FOR NEXT GO.
0011	FOD WALK DOWN.
0012	START AIRCRAFT.
0013	LAUNCH HELO.

0014	SPOT AND BACK EACH WAIST CATAPULT.
0015	LAUNCH ALL AIRCRAFT OFF WAIST CATAPULTS.
0016	RUN THE DECK.
0017	RECOVER ALL AIRCRAFT ON FINAL RECOVERY SPOTS.
0018	DEBRIEF AIRCRAFT HANDLING PROCEDURES.
0019	RESPOT ALL AIRCRAFT TO HANGAR DECK.
0020	RESPOT AIRCRAFT ALL BAYS.
0021	DEBRIEF HANGAR DECK AIRCRAFT HANDLING PROCEDURES.
0022	COMPLETION OF PHASE TWO.

FINAL CERTIFICATION REPORT

Date: _____

From: _____, Chief Observer,COMNAVAIRPAC\
COMNAVAIRLANT Flight Deck Certification Team
To: Commanding Officer, _____

Subj: COMPLETION OF FLIGHT DECK CERTIFICATION

Ref: (a) COMNAVAIRPACINST\COMNAVAIRLANTINST 3500.71

1. The phase I and II requirements of reference (a) for certification of USS _____'s flight deck prior to routine fixed and rotary wing operation have been completed.

2. The ship is certified as ready/not ready (circle one) to conduct routine fixed and rotary wing flight operations.

CATCC PROFICIENCY CERTIFICATION

Date: _____

From: COMNAVAIRPAC/COMNAVAIRLANT CATCC Team Leader
To: Commanding Officer, _____

Subj: COMPLETION OF CATCC PROFICIENCY CERTIFICATION

Ref: (a) COMNAVAIRPACINST/COMNAVAIRLANTINST 3500.71

1. Per reference (a), the CATCC on USS _____ is certified as ready/not ready (circle one) to conduct routine launch and recovery operations.