

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 3740.2W/
COMNAVAIRLANTINST 3740.12Q
NAVAIRPAC N83L
NAVAIRLANT N83H
30 MAR 1995

COMNAVAIRPAC INSTRUCTION 3740.2W/COMNAVAIRLANT INSTRUCTION 3740.12Q

Subj CARRIER QUALIFICATION (CQ) OPERATIONS

Ref: (a) LSO NATOPS Manual
(b) CV NATOPS Manual
(c) Aircraft NATOPS Flight Manuals
(d) COMNAVAIRPAC/COMNAVAIRLANTINST 3500.54 Series

Encl: (1) List of Duties for CQ Officers
(2) CQ Requirements Request Message
(3) Pre-Sail Conference Checklist
(4) Letter of Instruction (LOI) Guidelines
(5) Air Operations Summary Message Report

1. Purpose. To establish policy and prescribe procedures for conducting Carrier Qualifications (CQ). This is a complete revision and should be reviewed in its entirety.

2. Cancellation. COMNAVAIRPACINST 3740.2V and COMNAVAIRLANTINST 3740.12P

3. Applicability. Due to aircraft carrier (CV/CVN) availability and the single siting of Fleet Replacement Squadrons (FRS), the provisions of this instruction are applicable to both Pacific Fleet and Atlantic Fleet carriers and all aviation units involved in initial/refresher CQ operations, including units assigned to Chief of Naval Air Training (CNATRA). Normal air wing carrier operations involving refresher or requalification landings shall be governed by the provisions of references (a) and (b) and ship/air wing doctrine.

4. Responsibilities

a. CV Commanding Officer. Except as specifically directed by an embarked flag officer, the carrier commanding officer shall serve as the approving authority to grant waivers or approve deviation from references (a) and (b) and this instruction. Any deviations should take into consideration type aircraft, pilot experience and performance, CCA controller experience, condition of landing aids, carrier deck conditions, and divert weather.

b. CQ Officer-in-Charge. The Type Commander (TYCOM) shall designate a senior carrier aviator, usually an FRS commanding officer, to act as TYCOM Officer-in-Charge (OIC) for all CQ periods. The TYCOM OIC shall function as the embarked air wing commander and shall report to the carrier commanding officer and flag officer, when embarked, and shall be responsible for assisting with the overall coordination of the CQ evolution. Specific duties are delineated in enclosure (1).

30 MAR 1995

c. Detachment OIC. Each squadron involved in CQ operations shall designate a detachment OIC who shall coordinate and be responsible for all aspects of the detachment. Recommendations for waivers of CQ requirements or limitations shall be forwarded to the carrier commanding officer through the TYCOM OIC. Specific duties of the detachment OIC are delineated in enclosure (1).

d. Landing Signal Officer. Each aviation unit involved in CQ operations shall assign a qualified Landing Signal Officer (LSO) to this detachment who shall be responsible for the detachment's CQ operations. The TYCOM LSO shall be the overall coordinator of the CQ evolution and assist the TYCOM OIC as necessary. Specific duties are delineated in enclosure (1)

5. Scheduling

a. Carrier schedules. The Quarterly Employment Schedule lists FRS and CNATRA periods. These are normally scheduled during Tailored Ship's Training Availability (TSTA) IV or Independent Steaming Exercise (ISE) for a given carrier.

b. Submission of requirements. The submission of unit requirements shall be solicited by the cognizant TYCOM not less than four weeks prior to the scheduled CQ period. Requirements are to be sent to the TYCOM, the carrier, and the designated OIC, with information copy to the appropriate type wing using the format in enclosure (2).

c. Availability. Replacement pilots shall normally be carrier qualified prior to detachment from the FRS. In the event FRS CQ cannot be completed in a timely manner due to deck availability, liaison shall be effected between the TYCOM, the cognizant type wing commander, and the recipient squadron and air wing to determine the practicality of completing the required CQ with the recipient air wing. This shall only apply to fleet experienced pilots in that type aircraft who have previously carrier qualified within the last four years. Under these circumstances, the following provisions shall apply:

(1) CQ of these pilots is to be completed at the earliest opportunity.

(2) Qualification may be conducted by an air wing staff qualified LSO per reference (a). A waiver request shall be sent in writing to the TYCOM.

6. Preparation for CQ

a. Pre-Sail Conference. Approximately two weeks prior to the scheduled CQ period, the carrier shall convene and host a presail conference for the purpose of finalizing all requirements and details and discussing the schedule of events using enclosure (3) as a guide. The carrier shall provide the detachment Letter of Instruction (LOI) to all participants using enclosure (4) as a guide. Participating units shall be represented by the prospective detachment OIC and senior LSO. The TYCOM representatives shall be the designated OIC and the Force LSO.

b. Pilot preparation

(1) CQ operations include aircrews of widely varying levels of experience from a variety of commands. It is essential prescribed Naval Air Training and Operating Procedures Standardization (NATOPS) procedures (references (a), (b) and (c)) be thoroughly understood by all aircrews and adhered to at all times.

30 MAR 1995

(2) All pilots shall be day/night Field Carrier Landing Practice (FCLP) qualified prior to engaging in CQ per reference (a). For initial qualification, an FCLP period should be completed within five days of the first CQ period.

(3) All aircrew shall receive a complete briefing per LSO NATOPS prior to the commencement of CQ operations. In addition, the following items shall be briefed:

- (a) Divert/bingo field orientation
- (b) Air traffic control procedures, to include proper communication and IFF procedures
- (c) Search and rescue procedures, to include water survival techniques and equipment review

(4) All aircrew shall receive a brief by representatives from the Air and Operations Departments of the host carrier. This shall include material in paragraph 5.1.14 of reference (a) and the following:

- (a) Carrier Air Traffic Control Center (CATCC) procedures, including IFF assignments and use of Mode II and III IFF squawks during Case II and III operations
- (b) All-weather Carrier Landing System (ACLS) frequencies and procedures
- (c) Communications procedures, including frequencies for airborne problems/emergencies and administrative matters
- (d) Catapult hook-up/launch/suspend procedures
- (e) Hot switch/hot refueling procedures

Note: A recent videotape of the briefing may be substituted if operational constraints preclude a face-to-face brief.

7. Landing requirements

a. Landings. Landing requirements are delineated in reference (a). These requirements may be waived for fleet experienced aviators to no less than four day and four night arrested landings. Upon recommendation of the controlling LSO and with the concurrence of the TYCOM LSO, this waiver may be granted by the TYCOM OIC.

b. Priority A. Priority A pilots shall receive a minimum of 2 day touch-and-goes (T&Gs), 12 day arrested landings, 2 night T&Gs, and 8 night arrested landings. Reference (d) and enclosure (2) are germane.

c. Touch-and-Goes (T&G). A T&G shall be a satisfactory pass which would have ended in an arrested landing had the hook been down. The following provisions also apply:

(1) Those pilots scheduled for T&Gs shall receive at least one prior to making an arrested landing unless fuel considerations dictate otherwise.

(2) Those Priority A and B replacement pilots who have not carrier qualified before at night shall receive two night T&Gs.

COMNAVAIRPACINST 3740.2W/
COMNAVAIRLANTINST 3740.12Q
30 MAR 1995

d. Hookskip bolters. The following procedures are authorized when a bonafide hookskip bolter occurs provided the LSO grades the approach as satisfactory:

(1) Pilots requiring either ten or twelve day arrested landings and either six or eight night arrested landings may count a maximum of two bolters, day or night, as qualification landings.

(2) Pilots requiring four day and four night arrested landings may count a maximum of one bolter, day or night, as a qualification landing.

(3) The decision to count hookskip bolters as qualification landings shall be made by the controlling LSO and must be based upon pilot performance. This provision should be used with discretion and every attempt should be made to provide the proper number of arrested landings to each pilot.

e. Additional landings. The controlling LSO, with concurrence of the TYCOM LSO, may recommend additional day or night landings prior to final qualification. Use of T&Gs may be appropriate. Such recommendations should be rendered as an exception and must not impact qualification of other pilots to "build up" a weak or marginal pilot.

8. Conduct of operations

a. References (a) and (b) standardize general procedures for carrier air operations. All CQ operations shall be conducted per these directives.

b. Night time. Qualifying pilots shall have a minimum of 20 minutes of night flight time (comfort time) prior to their first night landing. Pilots who have been flying as co-pilot shall also receive 20 minutes of comfort time after their hot switch. This requirement is for the pilot's first night landing of the period and shall apply for every night that qualification landings are attempted. Initial qualification replacement pilots shall commence their first night CQ attempt from the marshall pattern and shall not exceed more than four arrested landings a night.

c. Bingo/Divert. Any aircraft approaching low fuel state (bingo) shall be binged to a land base to arrive with a safe fuel margin as directed by specific aircraft NATOPS. Holddown fuel is predicated on ship's weather (Case I, II or III) while bingo fuel is predicated on divert field weather (VMC or night/IMC). It is the responsibility of each participating unit to provide the carrier with valid bingo information for their aircraft. Continuous monitoring of bingo distances, en route and field weather, status of airfield and approach radar, and individual pilot experience is required. First tour, single seat pilots should be provided special consideration when determining minimum bingo fuel. Aircraft should not be diverted with less than holddown fuel. This shall ensure priority handling is not required to arrive with a safe fuel margin.

d. Weather/Wind Over Deck (WOD) requirements

(1) Ship ceiling, visibility, and deck motion are per references (a) and (b).

(2) Divert/bingo field weather must be at or above circling minimums.

30 MAR 1995

(3) The wind over deck for both day and night operations should not be less than 20 or more than 40 knots with the optimum WOD at 25 knots. Minimum WOD should be avoided due to the level of difficulty provided to the qualifying pilot and the additional stress on aircraft and arresting gear. High wind conditions (35 knots or greater) may require changing the basic angle to a 3.75 or 4.0 degree glidescope.

e. Night operations. All night aircraft operations shall be controlled by CATCC. Close control of aircraft shall be used with a final of no less than four miles. When an aircraft is inside of three miles on final, the carrier should make every attempt to maintain the base recovery course to preclude pilots from chasing line-up. If it is necessary to make course adjustments with aircraft inside three miles, CATCC should keep the LSO platform advised.

9. CQ Operations - General

a. Restrictions on daily flights, flight time and arrested landings are contained in LSO NATOPS and OPNAVINST 3710.7. Supervisory personnel must be aware of the fatiguing nature of CQ evolutions, provide opportunity for aircrew rest during extended days, and be alert to curtail in individual's activities. If a pilot consistently makes erratic approaches or exhibits dangerous tendencies, determination must be made to stop the pilot's operations that day to provide an opportunity for debriefing and to afford another attempt at qualifying on the following day.

b. Pilots should be given at least two day and two night periods in which to qualify in order to demonstrate consistent performance. The LSO NATOPS waiver to allow up to six night arrested landings in one night must be exercised with caution, based upon demonstrated pilot performance, and is not recommended for initial qualification of first tour pilots.

c. To day qualify, a pilot must demonstrate the ability to get aboard safely in NORDO or "zip-lip" conditions. To night qualify, a pilot must fly consistent Case III approaches, achieve a good start, and get aboard safely with assistance of LSO "advisory" calls, making his/her own corrections. Priority A pilots must demonstrate the ability to get board at night under NORDO conditions. If LSO talkdowns are required throughout CQ, the pilot should be disqualified. The minimum required grade and boarding rate is 2.65/75 percent day, 2.60/65 percent night.

10. Action

a. All carriers and aviation units engaged in CQ operations shall comply with the provisions of this instruction.

b. The daily air operations summary (enclosure (5)) shall be forwarded to the cognizant TYCOM upon completion of each day's CQ operations. An information copy shall be sent to the CARGRU commander, appropriate type wing commanders, air wing commanders, participating units, and to the other TYCOM, CNATRA, and appropriate subordinates when their units are participating. For fleet units, submission of this report should be terminated upon the completion of TSTA II CQ. This report shall not be submitted for cyclic operations.

COMNAVAIRPACINST 3740.2W
COMNAVAIRLANTINST 3740.12Q

30 MAR 1995

11. Report. Report Control Symbol COMNAVAIRLANT/COMNAVAIRPAC (as applicable) 3740-4 is assigned to the daily air operations summary message and is approved for three years from the date of this directive.



L. P. LALLI
Chief of Staff



J. E. ECKART
Chief of Staff

Distribution: (COMNAVAIRPAC)
SNDL Parts 1 and 2 (PACFLT only, unless otherwise indicated)

24D2	Surface Force Commander
24J2	Marine Corps Forces
28A2	Carrier Group
29B2	Aircraft Carrier
42E2	Type Wing Commander
42J2	Carrier Air Wing
42J3	Carrier Air Wing Reserve
42K2	Attack Squadron
42L2	Fighter Squadron
42N2	Sea Control Squadron
42Q2	Fleet Logistics Support Squadron
42S2	Air Test and Evaluation Squadron and Antarctic Development Squadron (VX-9 only)
42Z2	Tactical Electronic Warfare Squadron
42BB2	Helicopter Anti-Submarine Squadron
42DD2	Carrier Airborne Early Warning Squadron
42GG2	Strike Fighter Squadron
FB6	Air Facility
FB7	Air Station
42U2	Helicopter Combat Support
42X2	Fleet Air Reconnaissance Squadron (VQ-5 only)
42Z3	Tactical Electronic Warfare Squadron Reserve
42BB3	Helicopter Anti-Submarine Squadron Reserve
42DD3	Carrier Airborne Early Warning Squadron Reserve
42GG3	Strike Fighter Squadron Reserve
46B	Aircraft Wing
46C1	Marine Aircraft Group
46D2	All Weather Attack Squadron
46D3	Fighter-Attack Squadron
46T	Attack Training and Fighter Attack Training Squadron
46V	Tactical Electronic Warfare Squadron

Copy to:
SNDL Parts 1 and 2 (PACFLT only, unless otherwise indicated)

21A2	CINCPACFLT
22A2	Fleet Commander
28B2	Cruiser-Destroyer Group
42RR	Naval Air Reserve Force
42VV	Landing Signal Officer School
FB8	Fighter Weapons School

COMNAVAIRPACINST 3740.2W
COMNAVAIRLANTINST 3740.102

30 MAR 1995

Stocked:
COMNAVAIRPAC (N004)

Distribution: (COMNAVAIRLANT)
SNDI Parts 1 and 2
21A1 CINCLANTFLT
29B1 Aircraft Carrier (CV) (CVN)
42 Naval Aviation Command
46 Marine Wing, Group, Squadron
FA5 Naval Air Facility
FA6 Naval Air Station
FA7 Naval Station
FH1 Chief, Bureau of Medicine and Surgery
FT2 CNATRA Corpus Christi

Copy to:
LSO SCHOOL NAS OCEANA

Stocked:
COMNAVAIRLANT (N02A6)

30 MAR 1995

LIST OF DUTIES FOR CQ OFFICERS

1. TYCOM OIC

- a. Attend pre-sail conference, acting as the TYCOM representative.
- b. Contact each participating unit concerning requirements/SOP for CQ operations.
- c. Coordinate TAD requirements with the carrier command master chief.
- d. Embark the entire detachment.
- e. Call on the commanding officer and the executive officer of the ship upon embarkation.
- f. Advise the commanding officer of any subject that may affect the detachment's successful completion.
- g. Act as liaison between embarked units and the ship.
- h. Coordinate the administration of watches, berthing and maintenance spaces for embarked detachments.
- i. Coordinate scheduling with air operations and the embarked squadron OICS.
- j. Assist air operations in establishing the offload and COD priorities/requirements for all embarked units.
- k. Debrief the cognizant TYCOM via letter upon completion of the detachment (N3, N8, and N83).

2. TYCOM LSO

- a. Attend the pre-sail conference.
- b. Call on the commanding officer, air operations officer and air officer of the ship upon embarkation.
- c. Schedule a meeting of all LSOs, the air officer and the air operations officer prior to the commencement of CQ.
- d. Assist the OIC in the orderly completion of CQ requirements.
- e. Act as liaison between embarked units and the ship.
- f. Coordinate scheduling with air operations and detachment OICs and adjust scheduling priorities as necessary.
- g. Make recommendations to the commanding officer of the ship and the TYCOM OIC when operating procedures, marginal weather or other circumstances affect the conduct of CQ operations.
- h. Submit a written report of the CQ operations to the TYCOM within one week after the conclusion of the period. The report should include but not be restricted to the following:

30 MAR 1995

- (1) Pilots day/night qualified/refreshed
- (2) Pilots not completed day/night qualification/refresher
- (3) Circumstances/conditions which affected the conduct of the operation
- (4) Conclusion and recommendations

3. Squadron Detachment OIC

- a. Attend pre-sail conference.
- b. Report to the air operations officer upon embarkation.
- c. Report to the TYCOM OIC/LSO for all matters pertaining to recommendations and changes to the CQ plan.
- d. Assist the TYCOM OIC.
- e. Assume responsibility for detachment operations, administration and maintenance support.
- f. Monitor the progress of pilots, with particular regard to preventing incidents of pilot fatigue.
- g. Perform the duties of CATCC observer which include:
 - (1) Have a working knowledge of all regulations concerning CQ contained in reference (a) and this instruction
 - (2) Maintain daily/cumulative records of pilot's traps/T&Gs
 - (3) Assist air operations officer as required
- h. Submit daily air operations summary to the air operations officer within 30 minutes of unit completion each day.
- i. Submit a final report to the TYCOM OIC prior to departure from the carrier, if required. The report shall include recommendations/comments on any aspect of CQ operations considered appropriate.

4. Senior Squadron LSO

- a. Attend pre-sail conference.
- b. Ensure all aircrew are fully trained and prepared to conduct CQ.
- c. Advise the air officer when any equipment on the platform or associated landing aids are inoperative or unreliable, or when other conditions or circumstances are unsatisfactory for the continued conduct of CQ operations. The TYCOM LSO shall be notified immediately if the situation is not remedied.
- d. Inform the TYCOM OIC/LSO of unsafe pilots, deck, platform, or weather conditions that may affect the conduct of CQ operations.
- e. Make recommendations to the unit OIC concerning unsatisfactory pilot performance.
- f. Supervise LSO performance.

3 0 MAR 1995

CO REQUIREMENTS REQUEST MESSAGE

FROM (Unit)
TC TYCOM//N83; TYCOM OIC/ USE SHIP//
INFO TYPE WING
CARGRU (if appl,
AIR WING (if appl)

BT

UNCLAS//N03740//

MSGID/GENADMIN/(Unit)

SUBJ/(Unit) CQ INFORMATION FOR (Ship/CQ dates)//

REF/A/GENADMIN/(TYCOM)/(Date of tasking message)//

POC/(As applicable)

RMKS/1. THE FOLLOWING INFORMATION IS SUBMITTED PER REF A.

- A. Total number of Pilots by priority (e.g., 3A/6B/3C/1:) (Note 1)
- B. PRI A/B day landings (T&G/trap)
- C. PRI A/B night landings (T&G/trap)
- D. Total day landings (T&G/trap)
- E. Total night landings (T&G/trap)
- F. Total officers to embark (male/female)
- G. Total enlisted to embark (CPO male/female, E-6 and below male/female)
- H. Total aircraft to remain on board
- I. Remarks and specific unit requirements (Note 2)

2. PILOT AND A/C INFORMATION

- A. Pilot requirements
NAME PRI T/G DAY T/G NIGHT
(List names by decreasing priority)
- B. Principal officers/DSN numbers
OIC
LSO
Maint rep
Other

COMNAVAIRPACINST 3740.2W
COMNAVAIRLANTINST 3740.12Q

30 MAR 1995

C. A/C information.

- (1) Type A/C/basic weight Total fuel
Max trap fuel
Max T/G fuel

(2) Fuel statistics

Day CQ
Night CQ

Fuel per pass (D/N)
Holddown fuel (#'s above bingo-day)
(#'s above bingo-night)

Bingo data (no wind)

Distance	Day	Night/IFR
200		
180		
160		
140		
120		
100		
80		
60		
40		
20		

Fuel to be added for each 10 kts of head wind for 100 NM

Notes:

1. The following classifications are to be used to designate individual pilot priorities. Specific fleet pilots identified as special cases requiring carrier landings shall be handled on case-by-case basis and assigned priority (generally Priority B) commensurate with their commanding officer's/air wing commander's desires. Appropriate number of traps shall be determined by the controlling LSO.

a. Priority A. This classification has the highest priority and includes those pilots who shall be assigned to a squadron on extended deployment or departing on extended deployment within 90 days. Pilots assigned to overseas homeported squadrons are also included in this category.

b. Priority B. Pilots who shall be assigned to squadrons which are not scheduled for extended deployment within 90 days. This includes VAW instructor pilots requiring landings to renew currency prior to CQ per E-2 NATOPS or as part of an Instructor Under Training (IUT) syllabus.

c. Priority C. FRS LSOs obtaining refresher landings.

d. Priority D. Pilots obtaining landings in support of CNO projects.

e. Priority E. Naval Air Reserve pilots obtaining refresher or initial in-type qualification landings.

f. Priority F. FRS instructor pilots obtaining refresher landings.

2. Include desired detachment location (ashore/afloat) and detachment message PLAD (e.g., ATKRON ONE TWO EIGHT DET ALPHA).

30 MAR 1995

PRESAIL CONFERENCE CHECKLIST

1. Air operations/air officer
 - a. Participating unit's requirements
 - (1) Priority A/B landings, day and night
 - (2) Number of qualifying pilots
 - (3) Number of aircraft to remain on board
 - (4) Bingo/divert field procedures and priority
 - (5) Beach dets (avoid establishing beach dets at NAS North Island unless based there)
 - b. Schedule of events
 - (1) Face-to-face briefings
 - (2) Load aboard
 - (3) Expiration of liberty
 - (4) Underway
 - (5) Briefings (flight deck personnel, integrity watch officers, OIC/LSO, etc.)
 - (6) Anticipated flying schedule
 - c. Communications
 - (1) Frequency plan, including NAVAIDS and ACLS frequencies
 - (2) Confirm detachment PLADs and host squadrons for purposes of overhead time notification
 - (3) Ship-to-shore communication procedures, Raspberry, HF radio, CSS, Beaver Control, and cellular telephone
 - (4) Message traffic procedures including releasing authority
 - d. CATCC procedures
 - (1) Procedures for check-in and out with Strike to include flight plans and IFF requirements
 - (2) Verify Mode II ACLS address information
2. Administration
 - a. TAD personnel requirements
 - (1) MSs and mess cooks
 - (2) LOX farm and FOD crew

COMNAVAIRPACINST 3740.2W
COMNAVAIRLANTINST 3740.12Q
30 MAR 1995

- (3) Flight surgeons, corpsmen (including female)
 - (4) Laundry, etc.
 - b. Space assignments to include ready room, maintenance and berthing
 - c. Linen check-out procedures
 - d. Officer stateroom check-in/out procedures
 - e. Mess bill payment
 - f. Enlisted berthing check-in/out procedures
 - g. Uniform requirements
 - h. Daily and man overboard muster procedures
 - i. Watchbill requirements (integrity, MAA)
 - j. ATO request procedures and authorization
 - k. Quarterdeck security procedures
3. Points of contact. Identify key people from ship's company and embarked detachments.
- a. Commanding Officer
 - b. Executive Officer
 - c. Command Master Chief
 - d. Air Officer and assistant
 - e. Air Operations Officer
 - f. Supply Officer
 - g. AIMD Officer
 - h. Safety Officer
 - i. TYCOM OIC
 - j. Squadron OICs
 - k. TYCOM LSO
 - l. On-load/off-load coordinator
 - m. Maintenance coordinator
 - n. Senior female

30 MAR 1995

LETTER OF INSTRUCTION (LOI) GUIDELINES

1. The LOI shall include but not be limited to the following:
 - a. Statement of purpose and objectives
 - b. Logistics support
 - c. Communications plan
 - d. Operating area
 - e. Expiration of liberty
 - f. Uniforms
 - g. Support equipment required of participating units
 - h. TAD personnel requirements to carrier
 - i. Stateroom/J-dial of key personnel
 - j. Schedule of major events
 - k. Air operations plan
 - l. Qual number assignment (if applicable) and call signs
 - m. Watch requirements where applicable

30 MAR 1995

AIR OPERATIONS SUMMARY MESSAGE REPORT

This summary shall be submitted to the cognizant TYCOM by all carriers conducting FRS/fleet squadron/CNATRA CQ. Carriers with embarked air wings shall submit the report until the completion of TSTA II CQ or when performing FRS CQ operations. Immediate precedence shall be assigned for all addressees. Information copies shall be sent to COMTHIRDFLT (West Coast), cognizant type wings, CARGRU commanders, air wing commanders and participating units. This report shall be by unit, including a row of "totals."

- a. Unit
- b. Arrestments that day (day/night)
- c. Boarding rate that day (day/night)
- d. Total arrestments this at-sea period (day/night)
- e. Arrestments remaining for qualification (day/night): Priority A/B pilots only
- f. Total pilots qualified to date (day/night)
- g. Planning schedule for next day
- h. Names and unit of pilots disqualified this detachment
- i. Remarks to include conditions that have limited operations; such as adverse weather, sea state, aircraft availability, ship's equipment, etc. Indicate date of last air ops and number of days operating prior to this report.

* The boarding rate is computed as the sum of the arrested and touch-and-go landings, divided by the sum of arrested, touch-and-go, bolters, and technique waveoffs.

COMNAVAIRPACINST 3740.2W/
COMNAVAIRLANTINST 3740.12Q

30 MAR 1995

SAMPLE AIR SUMMARY MESSAGE

IMMEDIATE PRIORITY

FROM: USS ABRAHAM LINCOLN

TO: COMNAVAIRPAC SAN DIEGO CA /NO1/N3//N8/N83//

INFO: COMTHIRDFLT
COMCARGRU THREE
COMFITWINGPAC SAN DIEGO CA//30//
COMSTRKFIGHTWINGPAC LEMOORE CA//30//
FITRON ONE TWO FOUR
STRKFITRON ONE TWO FIVE

UNCLAS//NO3740//
MSGID/GENADMIN/USS ABRAHAM LINCOLN/031//
SUBJ/COMNAVAIRPAC RCO 3740-4 AIR SUMMARY 14 JAN 94
REF/A/DOC/COMNAVAIRPACINST 3740.2W//

RMKS/1. REPORT AS FOL. READ IN SIX COLUMNS:

A	B	C	D	E	F
UNIT	TRAPS TODAY (D/N)	BOARDING RATE % (D/N)	TOTAL TRAPS (D/N)	REMAIN TRAPS (D/N)	TOTAL PILOTS (D/N)
VF-124	35/16	.93/.89	105/55	15/10	11/9
VFA-125	25/15	.98/.91	135/80	23/1	14/12
TOTAL	60/11		240/135	38/25	25/21

G. PLANNED SCHEDULE FOR NEXT DAY (1 JAN):

SQDN	OVHD	NO.	A/C	MSN
VF-124	1000	4		CQ