

Preparing for Flight Operations

3.1 THE AIR PLAN

To obtain maximum efficiency from personnel and equipment, carrier air operations must be precisely scheduled in every respect. Air operations and strike operations are the coordinating and scheduling agencies for all flight operations. The strike operations officer will collect all required flight information for preparation of the daily air plan that will be submitted to the operations officer via the air operations officer, for approval and signature.

In order for strike operations to prepare an air plan that is within the capabilities of the air wing and all supporting activities, the following must be reported on a regular basis:

1. An up-to-date inventory of aviation ordnance on board and available for the next day's operation.
2. The status of all embarked aircraft. This report shall be delivered to the bridge, flag bridge, flag operations, air operations, and the air department. In addition to current aircraft status, the report should include expected changes in status and test flight requirements for the following day.
3. Air intelligence information concerning the next day's operation.

Normally, the air plan will be distributed on the evening before the scheduled operations. When the air plan is delayed, the strike operations watch officer shall provide advance information to allow preparations for the first flights. As a minimum, air ops, flight deck control, PriFly, the air department duty officer, all ready rooms, CVIC, the ship's ordnance handling officer, and CDC shall be advised of the following:

1. Launch times
2. Mission

3. Flight composition
4. Fuel requirements
5. Ordnance loading.

The air plan shall include the following:

1. Event number
2. Launch time
3. Recovery time
4. Mission
5. Number and model of aircraft, including spares
6. Squadron and radio call
7. Total sorties
8. Sunrise, sunset, moonrise, moonset, phase
9. Date
10. Fuel
11. Alert aircraft
12. Logistics aircraft
13. Tactical frequencies
14. Notes as required. Notes shall include the following:
 - EMCON/ZIP LIP conditions
 - Ready deck schedule
 - Any other information required including restrictions or hazards to flight.

Upon receipt of the daily air plan, each squadron shall prepare and distribute its flight schedule as required. This schedule shall designate pilots, radio calls, and the mission for each flight assigned. It is the responsibility of the aircraft handling officer to ensure strict conformance to the air plan.

3.1.1 The Ordnance Load Plan

Strike operations shall prepare an ordnance load plan that will be utilized as a supplement to the air plan for aircraft ordnance loads. No changes will be made to the ordnance load plan without approval by the strike operations officer.

It is the responsibility of the aircraft handling officer to ensure strict conformance to the ordnance load plan.

3.3 BRIEFING

It is the responsibility of squadron or unit commanders to ensure all flightcrews have been properly briefed and have

sufficient information to complete the assigned mission. Briefing checkoff lists shall be used as required by applicable aircraft NATOPS flight manuals. Each briefing must include EMCON procedures, if applicable, and procedures to be followed in the event of communication or NAVAID failure.

Air ops shall provide the following prelaunch briefing information 2-1/2 hours prior to each event:

1. Launch and recovery times
2. Launch and recovery PIM
3. NAVAID status and frequencies
4. Ship's weather
5. Weather at bingo fields and en route
6. Emergency data
 - Bearing and distance to nearest land
 - Bearing and distance to nearest suitable landing field
 - NAVAIDs, frequencies, and facilities at nearest field
 - Ready carrier-call, frequencies, NAVAIDs, and PIM
 - Expected final bearing
 - Emergency marshal fixes/altitudes/approach times.
7. Air traffic control data
 - Departure/rendezvous radials
 - Departure frequency and IFF/SIF mode and code
 - Special procedures for ZIP LIP/EMCON conditions (if in effect).
8. Any restrictions or hazards to flight
9. Pertinent information not included in the air plan.

CATCC shall provide to all aircraft not embarked in the ship, but engaged in any support operations (COD, VOD, etc.) that require them to recover aboard and launch again, all applicable items in the CATCC provided briefing information listed above.

3.4 FLIGHT PLANS AND ADVISORIES

The requirements for filing flight plans and advisories vary with each operating area and are contained in the DoD

Flight Information Publications (FLIPs) and fleet operating directives. As a rule, flight plans will be required for flights that:

1. Terminate ashore

2. Proceed across ADIZ boundaries and are not covered by a flight advisory
3. Proceed over land.

Flight advisories shall be filed for flights within ADIZ boundaries by all aircraft that will land back on board ship

and are not covered by a flight plan. Squadrons shall file flight plans (DD175/DD1801) with CATCC to meet time

requirements established by applicable operating area manuals or ICAO guidelines.

3.4.1 Close Proximity Operations

During concurrent flight operations by two or more CVs/LHAs/LHDs, or concurrent operations between a

CV/LHA/LHD and other aviation-capable ships (fixed wing or helicopter), each ship should remain in its assigned

disposition in order to reduce air traffic coordination problems. CATCC/AOCC or HDC must closely monitor and

coordinate flight patterns to avoid mutual interference. Prelaunch procedures shall include exchange of air plans and

prelaunch notification by aviation-capable ships and acknowledgment by the CV/LHA/LHD prior to any flight

operations within 10 nm of the CV/LHA/LHD.

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