



DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
CNATRA
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CORPUS CHRISTI TX 78419-5041

IN REPLY REFER TO:

CNATRAINST 13011.1F
N42
27 JUN 2006

CNATRA INSTRUCTION 13011.1F

Subj: DAILY AIRCRAFT READINESS STATUS REPORTING

Encl: (1) Listing of Aircraft Requiring Daily Status Reporting
(2) Daily Aircraft Readiness Status Report Data Elements
(3) CNATRA Daily Aircraft Status Report

1. Purpose. To establish the requirements and procedures for the daily reporting of aircraft readiness status data.
2. Cancellation. CNATRAINST 13011.1E
3. Background. Due to the geographical location of Naval Air Training Command (NATRACOM) activities operating the same type/model/series of aircraft and the various operational requirements at each CNATRA Det location, a requirement exists for the daily reporting of aircraft readiness data to the Chief of Naval Air Training (CNATRA). This data will be collated and used by CNATRA (N42) to facilitate oversight management, operational planning, and the timely resolution of maintenance deficiencies. All aircraft status data will be submitted by the respective CNATRA Dets, using the procedures outlined in this instruction.
4. Scope. Applies to all NATRACOM Aircraft Reporting Custodians and organizational level maintenance activities which are Navy or contractor supported.
5. Action. Daily Aircraft Readiness Data Reporting
 - a. Organizational level Maintenance Activities
 - (1) Navy Supported Aircraft Maintenance Activities
 - (a) Reporting the composite readiness status of those assigned aircraft listed in enclosure (1) to cognizant TRAWING Maintenance by 0800 hours each working day.

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(b) Will reflect aircraft readiness status as of 0700 hours of the day of the report and provide the data elements listed in enclosure (2).

(2) Contractor Supported Maintenance Activities

(a) Report the composite readiness status by those assigned aircraft listed in enclosure (1) to cognizant CNATRA Det Maintenance by 0800 hours each working day.

(b) Provide this daily report by 0800 hours each working day and reflect aircraft readiness status as of 0700 hours of the day of the report.

b. TRAWING Maintenance

(1) Prescribe the method for reporting the aircraft readiness data elements listed in enclosure (2).

(2) Upon receipt of the aircraft readiness data from all required activities, prepare a CNATRA Daily Aircraft Status Report, enclosure (3), and annotate in the "remarks" section, any maintenance, supply or training production issues which the CNATRA Det Officer in Charge (OIC) feels are significant enough to warrant specific attention, or any other item, which he wishes to bring attention of the CNATRA staff.

(3) Transmit the information contained in enclosure (3), by fax or email, to CNATRA (N42) no later than 0900 hours each working day. Fax to DSN 861-3170 or Commercial (361) 961-3170.

c. CNATRA (N42)

(1) Compile all aircraft readiness data submitted and prepare a formal CNATRA Daily Aircraft Status Report, enclosure (3). Report will be completed for CNATRA distribution no later than 1100 hours each working day.

(2) Distribute copies of the Daily Aircraft Status Report (DASR) via electronic mail.

(3) Distribute a 30 Day, Ready for Training Report (RFT) via electronic mail at the end of the month.

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6. Forms and Reports

a. Obtain the CNATRA Daily Aircraft Status Report, CNATRA 13011/1, from CNATRA (N42161).

b. Report Control Symbol (RCS) CNATRA 13011-1 has been assigned to the requirements contained in paragraph 5.

D.B. Grimland

D. B. GRIMLAND
Chief of Staff

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LISTING OF AIRCRAFT REQUIRING DAILY STATUS REPORTING

Submit daily reports of aircrafts readiness status for the following NATRACOM aircraft:

T-2C

T-6A

T-34C

T-44A/C

T-45A/C

T-39G/N

TC-12B

TH-57B/C

UAV

UH-3H

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DAILY AIRCRAFT READINESS STATUS REPORT DATA ELEMENTS

1. Daily reports of aircraft readiness status will include the following data elements:

a. Number Assigned: Total number of a specific aircraft type/model/series assigned to the Det or Units under TRAWING Control.

b. Number Non-Reporting Status (A30): Total number of each specific type/model/series aircraft carried in a non-reporting status other than A30, due to depot level repairs.

c. Number Administrative Contracting Officer (ACO): Total number of each specific type/model/series aircraft that qualify for exemption for total number of RFT aircraft.

d. Number Mission Capable Reporting Status (MCRS): Total number of each specific type/model/series aircraft carried "IN" material condition/ reporting status as defined by x ray and aircraft inventory reporting procedures.

e. Number Not Mission Capable, Maintenance (NMCM): Number of aircraft of each specific type/model/series aircraft carried in MCRS category that are not mission capable due to maintenance related discrepancies.

f. Number Not Mission Capable, Supply (NMCS): Number of aircraft of each specific type/model/series carried in MCRS category that are not mission capable to supply related discrepancies.

g. Number Mission Capable (MC): Total number of aircraft of each type/model/series carried in MCRS, minus NMCM and NMCS.

h. Percent Mission Capable (MC): Number of aircraft of each type/model/series carried as MC expressed as a percent of the number of the same type/model/series aircraft carried in MCRS. If percent mission capable for a particular type/model/series is under 80 percent, provide in comments section general comment as to the primary causative factors.

i. Number Post Maintenance Check Flight (PMCF): Number of aircraft of each specific type/model/series carried as MC, which require a functional check flight prior to being released for support of flight operations.

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(1) Number Post Maintenance Check Flight (PMCF#): Number of aircraft of each specific type/model/series carried as MC, which are awaiting functional check flight for less than two hours.

(2) Number Post Maintenance Check Flight (PMCF##): Number of aircraft of each specific type/model/series carried as MC, which are awaiting functional check flight for greater than two hours.

j. Scheduled Maintenance: Number of aircraft each type/model/series carried in MCRS category, that is MC but not carried as RFT due to preventative maintenance requirements (i.e., phase inspection, and daily inspections).

k. Number Ready for Training (RFT): Number of aircraft of each specific type/model/series carried as MC, which are actually ready to fly in support of flight training operations.

l. Percent RFT (Previous Day): Percent of aircraft Ready for Training, based on the specific contract definition of RFT, for the previous day. $(MC \text{ minus } PMCF \# / PMCF \text{ and } \text{Scheduled Maintenance})$

m. Percent RFT (Today's RFT): Percentage of aircraft Ready for Training, based on the specific contract definition of RFT, for that present day.

n. Aircraft Detachment: Total number of aircraft not shown as RFT or PMCF that is on detachment and should be accounted toward MC, unless otherwise noted in T/M/S contract.

o. Aircraft Cross Country: Total number of aircraft not shown as RFT or PMCF that is cross country Number and should be account toward MC.