CNATRA INSTRUCTION 13011.1H

From: Chief of Naval Air Training

Subj: DAILY AIRCRAFT READINESS REPORTING

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

1. Purpose. To establish requirements and procedures for the daily reporting of aircraft readiness status data.

2. Cancellation. CNATRAINST 13011.1G

3. Background. Training aircraft readiness is one of four pillars that provide the foundation for Chief of Naval Air Training (CNATRA) Pilot and Naval Flight Officer (NFO) production. Training aircraft readiness is also a primary indicator of Contract Logistics Services (CLS) provider’s ability to meet their contract performance standards. Additionally, Blue Angel aircraft readiness is the primary indicator of the Blue Angels’ ability to meet their weekly Air Show schedule. Therefore, it is imperative that CLS contractors and the Blue Angels accurately report aircraft readiness on a daily basis to CNATRA N4 for all CNATRA aircraft.

4. Scope. This instruction applies to all CNATRA CLS providers and to the Blue Angels for all Naval Air Training Command (NATRACOM) type/model/series aircraft listed in enclosure (1).

   a. CNATRA N4
      (1) CNATRA Contracts (N41)
         (a) Ensure all CNATRA aircraft CLS contracts include compliance with this instruction as a contract requirement.
         (b) Ensure all CNATRA aircraft CLS contracts include a daily aircraft status report (DASR) as a Contract Data Requirement List (CDRL) for all aircraft listed in enclosure (1) via GOSNET, PEGNET, RANGERNET, TEXANET or email (Blue Angels only).
1. Include the following:

   a. Submission required no later than 0700 daily.

   b. At a minimum, report the data elements listed in enclosure (2) for all type/model/series aircraft by Training Wing and Detachment location.

(2) CNATRA Class Desks (N42X)

   a) Ensure all CNATRA aircraft CLS contracts include compliance with this instruction as a contract requirement.

   b) Daily, review, validate and verify the accuracy of the contractor DASR CDRL submission for all CNATRA type/model/series aircraft assigned via OOMA.

   c) Liaison with the applicable CNATRA Det Officer in Charge (OIC), Assistant Officer in Charge (AOIC) and, when necessary, the CLS contractor or Blue Angels to ensure accuracy of the DASR CDRL submission, verification of anomalies and causal factors.

   d) When necessary, review and validate the contractor’s Plan of Action and Milestones (POA&M) for readiness improvement.

   e) Brief N4/N42 leadership on anomalies, causal factors and POA&Ms.

(3) CNATRA Program Analyst (N425)

   a) Ensure all CNATRA aircraft CLS contracts include compliance with this instruction as a contract requirement.

   b) Compile the composite DASR CDRLs for all CNATRA CLS contracts and the Blue Angels.

   c) Analyze, and validate the accuracy of the DASR CDRL submissions. When necessary, liaison with CNATRA Detachment OICs/AOICs, Class Desks and the Blue Angels to verify anomalies.

   d) Prepare and distribute the formal CNATRA Daily Aircraft Status Report electronically no later than 1000 daily per the format in enclosure (3).

   e) Maintain an up-to-date CNATRA Daily Aircraft Status Report distribution list and modify as necessary.
(f) Maintain electronically an ongoing electronic file of all CNATRA DASR submissions and the associated CLS contract CDRL submissions.

(g) Maintain a paper copy of all CNATRA DASR submissions and the associated CLS contractor DASR CDRL submissions.

(4) CNATRA Detachment Officers-In-Charge/Assistant Officers-in-Charge (OICs/AOICs)

(a) Daily, no later than 0700, ensure the submission via GOSNET, PEGNET, RANGERNET, TEXANNET the CLS contractor’s DASR CDRL for each type/model/series aircraft listed in enclosure (1) at your Training Wing. This includes DASRs for detachment sites.

(b) Daily, review, validate and verify the accuracy of the CLS contractor’s DASR CDRL submission per the applicable contract for all CNATRA assigned type/model/series aircraft via OOMA.

(c) Liaison with the applicable CLS Site Manager and/or Maintenance Manager to verify aircraft readiness anomalies, causal factors and corrective action plans.

(d) When necessary, review and validate the contractor’s POA&M for aircraft and engine readiness improvement.

(e) Brief CNATRA Class Desks and N4 leadership on anomalies, causal factors and POA&Ms.

6. Records Management. Records created, as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of January 2012.

7. Review and Effective Date. Per OPNAVINST 5215.17A, CNATRA N4 will review this instruction annually around the anniversary of its issuance date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will be in effect for 10 years, unless revised or cancelled in the interim, and will be reissued by the 10-year anniversary date if it is still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.
8. **Forms and Reports**

   a. Obtain the CNATRA Daily Aircraft Status Report, CNATRA 13011-1, from CNATRA (N425).

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

   S. B. STARKEY  
   Chief of Staff

Releasability and distribution:  
This instruction is cleared for public release and is available electronically only via the CNATRA Website, https://www.cnatra.navy.mil/pubs-instructions.asp
LISTING OF AIRCRAFT REQUIRING DAILY STATUS REPORTING

Submit daily reports of aircraft readiness status for the following NATRACOM aircraft by type/model/series:

1. T-6A/B
2. T-44C
3. T-45C
4. TH-57B/C
5. TH-73A
6. F-18A/B/C/D
7. F-18E/F
8. C-130J/T
DAILY AIRCRAFT READINESS STATUS REPORT DATA ELEMENTS

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

   a. Aircraft Assigned: Total number of aircraft by type/model/series assigned to the Training Wing at each location.

   b. Not-A30 Reporting Status (Not-A30): Total number of each specific type/model/series aircraft in a non-reporting status other than A30, due to depot level repairs, crash damaged, etc. For CLS, as determined per the CLS contract including those that are “ACO Exempt”. Note: DASR Not-A30 status may not coincide with AIRRS X-RAY and aircraft inventory reporting procedures.

   c. Mission Capable Reporting Status (MCRS): Total number of each specific type/model/series aircraft carried “IN A30” material condition/reporting status (MCRS) as defined by X-RAY and aircraft inventory reporting procedures.

   d. 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.

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

   f. Scheduled Maintenance (SKED MAINT): Number of aircraft each specific type/model/series carried in MCRS category that are not Mission Capable (MC) due to preventative maintenance requirements (i.e., phase inspection, and daily inspections).

   g. Functional Check Flight (FCF): Number of aircraft of each specific type/model/series not carried as MC because they require a functional check flight prior to being released for support of flight operations.

   h. Number Mission Capable MC: Total number of aircraft of each specific type/model/series carried in MCRS, minus NMCM, NMCS, SKED MAINT and FCF.

   i. Percent Mission Capable: Number of aircraft of each specific type/model/series carried as MC expressed as a percent of the number of the same specific type/model/series aircraft carried in MCRS.

   j. Number Ready for Training (RFT): Total number of aircraft of each specific type/model/series carried as MC, which are ready to support training flight operations including aircraft cross-country and aircraft on detachment.
k. **Aircraft Detachment (Det):** Total number of aircraft on detachment and counted toward RFT as determined by the specific type/model/series contract.

l. **Aircraft Cross Country (XC):** Total number of aircraft on cross country and counted toward RFT as determined by the specific type/model/series contract.

m. **Ready for Production (RFP):** Total number of aircraft of each specific type/model/series carried as MC, which are ready to support training flight operations at the main operating base assigned at 0700. This excludes aircraft cross-country, aircraft on detachment, aircraft not fueled and aircraft without a daily and turn around (DTA) inspection.

n. **Previous Day Performance:** Pervious Day’s performance as determined by the key performance factors for each specific type/model/series in the Contract Logistics Services (CLS) contract, reported by the contractor and validated by the CNATRA Det Industrial Specialist (IS).
## Daily Aircraft Status Report

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<tr>
<th>Date</th>
<th>Daily Aircraft Status Report</th>
<th>Previous Day Performance</th>
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<td>ACFT T/M/S</td>
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<td>T-45C</td>
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<td>B Flight Hours Flown</td>
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<td>TH-57 Previous Day's Performance Measurements</td>
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| Definitions: Aircraft at Today's 0700 Snapshot: |
| 1. MC: # of Acft Up and Mission Capable. |
| 2. RFT: # of Acft Ready for Training (RFP + XC + Det) |
| 3. RFP: # of Local Acft Ready for Production |

Note: Non-A30 Acfts Do Not Count Towards RFP.