



DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
250 LEXINGTON BLVD SUITE 102
CORPUS CHRISTI TX 78419-5041

CNATRAINST 3110.2G
N42
16 AUG 18

CNATRA INSTRUCTION 3110.2G

Subj: SERVICE PERIOD EXTENSION (SPE) POLICY FOR NON-ASPA AIRCRAFT

Ref: (a) OPNAVINST 3110.11U
(b) CNAFINST 4790.2C

Encl: (1) CNATRA Training Aircraft SPE Request Message Format
(2) Blue Angels Aircraft SPE Request Message Format

1. Purpose. To publish the policy and procedures for Service Period Extensions (SPE) of the Naval Air Training Command (NATRACOM) aircraft not subject to the Aircraft Service Period Adjustment (ASPA) Program or the Integrated Maintenance Concept (IMC).

2. Cancellation. CNATRAINST 3110.2F

3. Scope. This instruction must be applied in conjunction with reference (a) as the details of reference (a) are not repeated here. Additionally, this instruction details the responsibilities of reference (a) as they apply to all NATRACOM aircraft not subject to the ASPA Program. Aircraft may qualify for an extension beyond their designated Period End Date (PED), Fixed Induction Date (FID), Planned Maintenance Interval (PMI) or Integrated Maintenance Concept (IMC) based on material condition and operational necessity, but only after endorsement by the supporting PMA APMSE, the FST and COMFRC and the expressed written approval of OPNAV N980L. For the purpose of this instruction, extension requests to an aircraft PED, FID, PMI or IMP will be referred to as a Service Period Extension (SPE) request. Operating Service Life (OSL) shall not be exceeded as a result of a SPE and aircraft must be in satisfactory material condition. No SPE extension will be authorized if any service life limits or technical directives (TD) compliance times will be exceeded.

4. Discussion

a. CNATRA Training Aircraft SPE Requests.

(1) The Contractor Logistic Services (CLS) provider, in their role as the Maintenance Department for the Reporting Custodians, the CNATRA Training Wings, will monitor the service period end dates for all T/M/S assigned. In discussions with the CNATRA Detachment OIC/AOICs and the CNATRA Class Desk (N42X), if it is determined that a SPE is necessary, the CLS will initiate a SPE request via email to the local Det OIC/AOIC with an information copy to the applicable Class Desk. All SPE requests will be submitted a minimum of 45 days prior to the service period end date.

(2) CNATRA Det OIC/AOIC will review the SPE request and will either endorse the SPE request and send it on to the Class Desk for approval or return the request to the CLS for additional information and/or justification.

(3) The CNATRA Class Desk (N42X) will review the SPE request to ensure no service life limits or TD compliance periods will be exceeded, and sufficient justification has been provided. The Class Desk is responsible for the request and dissemination of the following prior to submitting a formal SPE request to OPNAV N98:

(a) Request and obtain from the PMA-273 APMSE, all SPE safe-for-flight inspection requirements and engineering endorsements needed to continue safe-for-flight ops throughout the requested extension period. Submit request via email with a copy to the FST Engineering Supervisor for T-44, T-6, and TH-57 or the T-45C. PMA-273 APMSE will respond via email with a NAVAIR MEMO containing the determination, concurrence, and any additional inspection criteria. If required, task the CLS contractor, through the ACO via email to accomplish all SPE inspection requirements necessary for SPE to take effect.

(b) Request COMFRC endorsement via email. COMFRC concurrence is required by OPNAV N98 for SPE approval.

b. Blue Angel Aircraft.

(1) The Blue Angel Maintenance Officer (MO)/Maintenance Chief (MC) will monitor the FIDs and PEDs for all T/M/S assigned. In discussions with the CNATRA N42X Class Desk, and per references (a) and (b), if it is determined that a SPE is necessary, the MO/MC will initiate a SPE request via email to the Class Desk with the necessary information and justification for the SPE. All SPE requests will be submitted a minimum of 120 days prior to the service period end date or sooner, if known.

(2) CNATRA Class Desk (N42X) will review the SPE request and will either process the request or return the request for additional information and/or justification. Prior to submitting a formal SPE request to OPNAV N98, the Class Desk is responsible to request and obtain endorsements from the following:

(a) F/A-18:

- 1 PMA-265 Class Desk
- 2 PSM 6.6.2.4
- 3 FST/ IMC
- 4 COMFRC IPT Lead 6.3.2

(b) C-130:

- 1 PMA-207 Class Desk
- 2 PSM 6.6.2.4
- 3 FST/ IMC
- 4 COMFRC IPT Lead 6.3.2

c. Endorsements. Once all endorsements have been received and all inspection requirements (if any) have been satisfactorily accomplished, the Class Desk will submit the SPE request via naval message to CNO WASHINGTON DC//N980L//N98 with an information copy to all commands concerned. Following the example and format of enclosure (1), for Training Aircraft or enclosure (2) for Blue Angel Aircraft, ensure T/M/S, BUNO, current PED/FID (MMYY), new PED/FID (MMYY) requested, and the reason for the request are included and accurate. Upon release of the CNATRA SPE request message to OPNAV, the Class Desk will forward via email to OPNAV N980L, an electronic copy of all required endorsements, the SPE inspection requirements and results (if required), and an electronic copy of the CNATRA SPE request message itself. This is required prior to OPNAV N980L approval and it speeds the approval processes.

d. Approval. Only OPNAV (N980L) is authorized to approve SPE extension requests. No aircraft is authorized to exceed the current service period until the OPNAV SPE approval message is received by CNATRA.

e. Commencement of Extension. Upon receipt of the OPNAV SPE approval message, the Class Desk will readdress the message to the appropriate Training Wing with an information copy to the appropriate CNATRA Detachment or to the Blue Angels, as the case may be. In accordance with reference (b), calendar extensions will commence on the first day of the month following the expiration of the established operating service period. Flight hour extension limitations will take effect upon CNATRA's receipt of the approval message.

f. Subsequent SPE Requests. All subsequent SPE requests will follow the same procedure as directed above and include as a reference, all prior SPE requests for that particular BUNO. It is the responsibility of the CLS provider or the Blue Angels to request and arrange for any required P&E inspections through the Joint Deficiency Reporting System (JDRS), in accordance with reference (b). Allow sufficient time for completion of all required P&E inspections prior to the expiration of an existing extension. If conditions exist that force the expiration of an SPE, the above applies only after the aircraft is deemed flight worthy.

g. Restrictions. Grounded aircraft deemed ineligible (by Engineering, P&E, etc.) for further extension will be placed in the appropriate status code awaiting Standard Depot Level Maintenance or Aircraft Conditional Inspection status code as outlined in reference (b).

h. CNATRA Point of Contact. CNATRA point of contact is the Aircraft Class Desk Supervisor, CNATRA N42.



S. B. STARKEY
Chief of Staff

Distribution:
CNATRA Website

CNATRAINST 3110.2G
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EXAMPLE MESSAGE FOR TRAINING AIRCRAFT

Originator: CNATRA CORPUS CHRISTI TX

Precedence: Routine

FM CNATRA CORPUS CHRISTI, TX

TO: CNO WASHINGTON DC

INFO: COMNAVAIRSYSCOM PATUXENT RIVER MD

PEOTACAIR PATUXENT RIVER MD

COMTRAWING FOUR CORPUS CHRISTI TX

CNATRA DET CORPUS CHRISTI TX

SUBJ/PERIOD END DATE (PED) EXTENSION REQUEST FOR T-44 BUNO 16XXXX//

REF/A/EML/COMFRC/DDMMYYYY//

REF/B/DOC/PMA-273 S/N T44-18-06/DDMMYYYY//

REF/C/DOC/OPNAVINST 3110.11U/29MAY2013//

REF/D/DOC/CNAFINST 4790.2C/15JAN2017//

NARR/REF A IS COMFRC CONCURRENCE. REF B IS NAVAIR PMA-273 APMSE
ENGINEERING CONCURRENCE. REF C IS SERVICE PERIOD EXTENSION POLICY.

REF D IS NAVAL AVIATION MAINTENANCE PROGRAM (NAMP)//

POC/RICHARD ISAAC/CIV/N422/TEL: DSN 861-2638/COM: 361-961-2638//

RMKS/ 1. AS ENDORSED REFS (A) AND (B) AND PER REFS (C) AND (D) REQ TWO
MONTH PED EXTENSION FOR SUBJ ACFT.

2. EXTENSION REQUEST IS TO ACCOMMODATE LEVEL LOADING REQUIREMENTS
FOR THE FOLLOWING AIRCRAFT: (READ IN SIX COLUMNS):

T/M/S BUNO CUR PED REQ PED ACI SCHED DATE REMARKS

T-44C 16XXXX JUN 2018 AUG 2018 20 AUG 2018 1ST PED EXT//

Enclosure (1)

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EXAMPLE MESSAGE FOR BLUE ANGEL AIRCRAFT

Originator: CNATRA CORPUS CHRISTI TX

Precedence: Routine

FM CNATRA CORUS CHRISTI TX

TO: CNO WASHINGTON DC

INFO: COMNAVAIRSYS COM PATUXENT RIVER MD

PEOTACAIR PATUXENT RIVER MD

FLTREADCEN SOUTHWEST SAN DIEGO CA

FLTREADCENSOUTHEAST JACKSONVILLE FL

CNATRA CORPUS CHRISTI TX

NAVFLIGHTDEMRON

SUBJ/FIXED INDUCTION DATE (FID) ADJUSTMENT FOR F/A-18C BUNO 163XXX//

REF/A/MSG/NFDS/221759ZMAY18//

REF/B/EML/F/A-18 FST IMC/23MAY2018//

REF/C/EML/NAVAIR/22MAY2018//

REF/D/EML/PMA-265/23MAY2018//

REF/E/EML/COMFRC/23MAY2018//

NARR/REF A IS NAVFLIGHTDEMRON REQUEST FOR FID ADJUSTMENT. REF B IS FST CONCURRENCE. REF C IS NAVAIR CONCURRENCE. REF D IS F/A-18 PMA CONCURRENCE. REF E IS COMFRC 6.3 CONCURRENCE.//

POC/MARK ESPOSITO/CIV/N433/DSN 861-2569 COMM 361 961-2569//

RMKS/1. AS REQUESTED REF A AND ENDORSED BY REFS B THRU E, CNATRA ENDORSES FID ADJUSTMENT:

T/M/S BUNO CV/L CUR/FID NEW/FID REASON

F/A-18C 163XXX CV 2-1018 2-1019 NOTE 1

NOTE 1: FURTHER JUSTIFICATION: SUBJECT AIRCRAFT SUSTAINED A BIRD STRIKE REQUIRING DEPOT ISR. DUE TO THE 12 MONTHS OUT OF REPORTING DEPOT TIME, REQUEST TO EXTEND THE FID OUT ONE YEAR WILL ALLOW SUBJECT AIRCRAFT TO REMAIN AN ASSET AND PROVIDE FLEXIBILITY OF THE LIMITED HORNET INVENTORY. //

Enclosure (2)