



UNITED STATES MARINE CORPS  
2D MARINE AIRCRAFT WING  
II MARINE EXPEDITIONARY FORCE  
POSTAL SERVICE CENTER BOX 8050  
CHERRY POINT, NC 28533-0050

WgO 3501.4E  
ALD  
**JAN 09 2012**

WING ORDER 3501.4E

From: Commanding General, 2d Marine Aircraft Wing  
To: Distribution List

Subj: AIRCRAFT READINESS REQUIREMENTS

Ref: (a) COMNAVAIRFORINST 4790.2A CH-2  
(b) Naval Aviation Enterprise

Encl: (1) CNO Aircraft Readiness Goals  
(2) Reasons and Causes Worksheet  
(3) Expounded Reasons and Causes

1. Situation. To establish guidance in the reporting and management of Aircraft Readiness within 2d Marine Aircraft Wing (2d MAW).

2. Cancellation. WgO 3501.4D.

3. Mission. Reference (a) contains aircraft readiness goals by Type/Model/Series (T/M/S) that are currently established by the Chief of Naval Operations (CNO). Reference (b) contains Marine aviation current readiness program. Enclosure (1) lists those readiness goals for the T/M/S aircraft maintained within 2d MAW units.

4. Execution

a. 2d MAW Assistant Chief of Staff (AC/S), Aviation Logistics Department (ALD):

(1) Monitor and ensure proper management and reporting on aircraft assigned within 2d MAW.

(2) Provide requested assistance to squadrons in the determination, analysis and corrective action of aircraft readiness degradation issues.

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(3) Ensure established readiness goals are depicted on all prepared charts concerning aircraft readiness.

(4) Assist assigned Naval Aviation Enterprise (NAE) T/M/S Teams where appropriate to remove identified barriers.

b. Marine Aircraft Group (MAG). MAG Commanding Officers (COs) will immediately notify the Commanding General (CG) in order to receive authorization to conduct flight operations for any assigned squadron with a less than 50 percent daily Mission Capable (MC) rate as outlined in Reference (a). Commanders will strive to meet 2d MAW Ready Basic Aircraft (RBA) goals, established as 70 percent of Primary Authorized Aircraft (PAA) and meet established training goals. All Continental United States (CONUS) deployed aircraft will be included in daily MC computations.

c. Marine Aviation Logistics Squadron (MALS)

(1) Maintenance Officer, MALS shall provide to the ALD, 2d MAW (ext 3397/3137), all reasons and causes by T/M/S for those aircraft not achieving currently established CNO aircraft readiness goals. Submit reasons and causes as prescribed by the end of the month closeout message, published by the Wing, by the 25th of each month; utilizing the format in enclosure (2).

(2) Provide training to all squadrons within the respective MAG concerning all aspects of the 3M/aircraft readiness reporting procedures.

(3) Provide assistance as needed to squadrons in decreasing the effects of aircraft readiness degradation.

d. Organizational Maintenance Activities (OMA)

(1) The CO of an organizational squadron must take direct and continuing action to ensure aircraft are properly classified as Full Mission Capable (FMC), Partial Mission Capable (PMC), Not Mission Capable (NMC), RBA and Ready for Tasking (RFT) in accordance with reference (a) and (b). Notes will be provided as to the new RBA status at the 70 percent rate of those assigned aircraft with reasons provided if the goal is not met.

(2) Those squadrons that do not meet the readiness goals established by CNO will continue to submit reasons and causes to

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the MALS analyst no later than the date set by the respective MALS.

(3) Those squadrons that do not meet CNO readiness goals will provide narrative summary (enclosure (3)) of expounded reasons and causes to the 2d MAW, ALD in accordance with the published end of the month schedule prescribed by the respective MALS. Include detailed plain language logistical/operational short term and long-term reasons negatively impacting aircraft readiness.

5. Administration and Logistics. This revision contains significant changes and should be reviewed in its entirety.

6. Command and Signal

a. Command. This Order is applicable to all units of 2d MAW.

b. Signal. This Order is effective date signed.

  
R. W. REGAN  
Chief of Staff

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CNO AIRCRAFT READINESS GOALSCNO  
AS OF 2008

<u>T/ M/S</u>	<u>MC</u>	<u>FMC</u>
EA6B	73	54
KC130J	80	70
UH1N	85	75
UH1Y	85	75
AH1W	85	75
AH1Z	85	75
CH53E	70	60
FA18A	75	58
FA18C	75	58
FA18D	75	58
AV8B	76	70
TAV8B (T)	72	68
MV-22B	82	75

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**REASONS AND CAUSES WORKSHEET**

MONTH:	SQUADRON:	T/M/S:	TEC:
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**NOT MISSION CAPABLE MAINTENANCE**

#	A/C	DAYS	HOURS	WUC	Part #	NOMENCLATURE

**NOT MISSION CAPABLE SUPPLY**


**PARTIAL MISSION CAPABLE SUPPLY**


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EXPOUNDED REASONS AND CAUSES

From: Commanding Officer, (Squadron)  
To: Commanding General, (2d MAW)  
Via: Commanding Officer, (MAG)

Subj: EXPOUNDED REASONS AND CAUSES FOR (MONTH / YR) (Example)

Encl: (1) Reasons and Causes Worksheet

1. The Expounded reasons and causes is a means for each squadron to define what maintenance occurred in each respective squadron during the month. The Fixed and Rotary Wing class desk officers brief the data to the CG. Listed below are the items required to assist with the brief.

a. Top 5 degraders (AWP, AWM or externally, i.e., OOMA). Why was impact so significant? What is being done to correct discrepancies? Is there any assistance required from 2d MAW ALD?

b. What do you want the CG to know about your squadron? Good or bad.

c. Do not list individual aircraft BUNOs. Information must be classified by T/M/S.

d. Reasons and Causes must be signed by the Aircraft Maintenance Officer or higher.

(AMO)

Enclosure (3)