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Maintenance

CANNIBALIZATION PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes local procedures for cannibalizing aircraft parts. It applies to all personnel assigned to the 15th Operations Group and 15th Logistics Group who maintain aircraft assigned to Hickam AFB under PACAF operational control. This instruction does not apply to Air National Guard/Reserve units or members.

1. REFERENCES.

- 1.1. PACAFI 21-101, Objective Wing Aircraft Maintenance
- 1.2. AFM 66-279, Core Automated Maintenance System (CAMS)
- 1.3. PACAFI 23-203, Combat Oriented Supply Organization Procedures
- 1.4. 00-20-2, Maintenance Data Collection

2. DESCRIPTION. When a part is required that cannot be delivered in time to make a scheduled launch or is required to return an aircraft to a mission capable status, a cannibalization (CANN) action may be required. Maintenance managers will resort to CANN of equipment only in unusual situations and after consideration of man hours and risk of damaging serviceable components during the removal process.

3. GENERAL CANN PROCEDURES.

- 3.1. CANN actions will normally be approved by the flying squadron (FS) Sortie Generation Flight Chief or Production Superintendent. Any CANN action performed on a Hangar Queen aircraft must be approved by the OG/CC or higher.
- 3.2. FS Production Superintendent or Sortie Generation Flight Chief will:

- 3.2.1. Verify status of part(s) ordered.
 - 3.2.2. Contact the Maintenance Operations Center (MOC) to inform them of the requirement for CANN action.
 - 3.2.3. Input the CANN action into CAMS using the CANN number provided by the Sortie Support Flight.
 - 3.2.4. Ensure removal and replacement of serially controlled and time change items are properly documented and reported to Plans Scheduling and Documentation (PS&D) and Engine Management.
- 3.3. FS Sortie Support Flight will:
- 3.3.1. Assign a CANN Job Control Number using the Julian date and numbers 6000-6049. For engine to aircraft CANNs, use 6050-6100.
 - 3.3.2. Input CANN action into the MICAP Asset Sourcing System (MASS) to update supply records against the engine or aircraft the item was CANNed from. This will transfer the document number to the affected engine or aircraft.
 - 3.3.3. When the serviceable item is received in the Tail Number Bin (TNB), load the availability of asset in CAMS and forward to the performing work center. Upon completion of work, the performing work center technician will complete the installation action in CAMS.
- 3.4. CANNs performed during RED BALL maintenance will be documented in the AFTO Form 781A and in the CANN log.
- 3.5. When CANN action is between spare engine to aircraft, the FS Sortie Support Flight will contact the Base Engine Manager and the 15 LG/Logistics Support Division Airframe and Powerplant Section (LSDMD) for coordination.
- 3.5.1. After normal duty hours, the Logistics Support Division Maintenance on call supervisor will be contacted.
- 3.6. FS Sortie Generation Flight will ensure only the components on order are removed from the engine. All other hardware tubes, clamps, etc. will be properly bagged and tagged and left with the engine.

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