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Maintenance

MANAGING AIRCRAFT CANNIBALIZATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction identifies restrictions, specific procedures, individual responsibilities, and documentation requirements relating to aircraft cannibalization actions. Cannibalization (CANN) actions should only be used to meet specific mission requirements. This instruction is applicable to all personnel assigned or attached to the 62d Airlift Wing.

1. References: AMCI 21-101, Maintenance Management Policy; AWI 21-30, Functional/Operational Check Flight and High Speed Taxi Check; Technical Order (T.O.) 00-20-2, Maintenance Data Documentation; T.O. 00-20-5, Aircraft, Drone, Aircrew Training Devices, Engines, and Air-Launched Missile Inspection, Flight Reports, and Supporting Maintenance Documents (with Operational Supplement 00-20-5S-1); T.O. 1-1-300, Acceptance/Functional Check Flights and Maintenance Operational Checks; AFM 23-110, Volume 2, Part 13, Chapters 2 and 4, Standard Base Supply Customer's Procedure; and 62 AWI 21-6, C-141 Refurbishment Program.

2. Procedures:

2.1. 62d Aircraft Generation Squadron (62 AGS) Maintenance Supervision and 62d Logistics Support Squadron (62 LSS/LGLP) Plans and Scheduling (P&S) will identify, when required, an aircraft for CANN purposes.

2.1.1. Aircraft should normally not remain in CANN status for more than 30 days (Not including recovery time). However, the LG/CC may extend aircraft in CANN status in order to best align aircraft retirement or extended program depot maintenance schedules. A home station check (HSC) will not be accomplished until the CANN aircraft completes its CANN recovery.

2.1.2. 62 AGS will accomplish a records check every 7 days while an aircraft is in CANN status to ensure documentation is correct and matches aircraft forms. IAW LGI 21-22, 1 Nov 99, Main-

tenance Aircraft Forms validation and Pre/Post Dock Policy, 62 AGS will also perform a forms validation every 14 days with P&S and Supply.

2.1.3. P&S will coordinate CANN recovery process with the SGF production superintendent 72 hours before actual recovery begins.

2.1.4. During the CANN recovery process a QA representative, the SGF Production Superintendent, and the 62 AGS Maintenance Supervision will evaluate the aircraft to decide if a Functional/Operational Check Flight (FCF or OCF) is appropriate prior to the aircraft being returned to service.

2.1.5. Cannibalization of the C-17 training engine is strongly prohibited unless approved by HQ AMC/LGA.

3. SGF production superintendents will:

3.1. Be the approving authority for cannibalization from assigned aircraft.

3.2. Obtain authorization from the 62d Maintenance Squadron (62 MXS) production superintendent (MIKE 2) for any CANN actions from isochronal, refurbish, or HSC aircraft.

3.3. Restrict CANN actions, when possible, from the refurbish aircraft to only those parts needed to meet a TACC scheduled mission requirement.

3.4. Maintain CANN tracking sheet for **all** CANN actions.

3.5. Obtain CANN number through Aircraft Maintenance Operations Supply System.

3.6. During CANN recovery, evaluate aircraft and aircraft forms for possible FCF or OCF.

3.6.1. Meet with a QA representative and the 62 AGS Maintenance Supervision with a recommendation of whether or not an FCF or OCF is required.

4. SGF expeditors or 62 MXS expeditors of recipient aircraft will:

4.1. Notify SGF production superintendent of the need for CANN actions, providing all information necessary to properly document CANN tracking sheet (see [Attachment 1](#)).

4.2. Ensure accurate entries into G081 (i.e., CANN job control number, document number, recipient aircraft, etc.).

4.3. Ensure appropriate part is placed on order and properly backordered.

4.4. Ensure maintenance data collection time on CANN action as soon as possible after the part is removed, not to extend beyond the end of each shift.

4.5. Ensure CANN actions from their aircraft are documented.

4.6. Ensure reparable parts are turned in for repair or shipment.

5. Quality Assurance (QA) will:

5.1. During CANN recovery, evaluate aircraft and aircraft forms, and place a write-up in the forms on a dash and enter it in G081 stating; "IAW AMCI 21-101 this aircraft requires evaluation to determine whether or not an FCF or OCF is required."

5.2. Will meet with the 62 AGS Production Superintendent and 62 AGS Maintenance Supervision with a recommendation of whether or not a FCF or OCF is required.

5.2.1. If FCF or OCF is required notify Operations Group IAW 62 AWI 21-25 (FCF/OCF OI).

6. 62 AGS Maintenance Officer/Superintendent will:

6.1. During CANN recovery, meet with the 62 AGS Production Superintendent and QA representative to determine whether or not an FCF or OCF is required.

6.1.1. Sign off the evaluation write-up (IAW T.O. 1-1-300) stating whether or not a FCF or OCF is required.

6.1.2. If required, make a new entry in the forms stating a FCF or OCF is required.

7. Maintenance Aircraft Coordination Center (MACC) will:

7.1. Monitor input of CANN actions into G081 and work closely with Aircraft Maintenance Operations Support Element to ensure accurate description and location of part removed.

7.2. Monitor status of open CANN discrepancies and inform supervisors of donor and recipient aircraft of "T" and "U" actions.

7.3. Maintain aircraft status in G081 in accordance with AMCI 21-101 (i.e., CANN status and recovery status).

8. Pre-positioned engine CANN actions: will be kept to an absolute minimum and then only in accordance with AMCI 21-101, paragraph 3.44.1.11.1.

THOMAS P. TOOLE, Colonel, USAF
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