



**MISSION CAPABILITY (MICAP) AND
AWAITING PARTS PROCEDURES**

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AFMAN 23-110, Volume II, Part 2, Chapter 17, is supplemented as follows: (This supplement is not applicable to Air National Guard or US Air Force Reserve units.)

SUMMARY OF REVISIONS

Add paragraphs **17.7.5. (Added)**, **17.8.1.3. (Added)**, **17.8.8. (Added)**, **17.8.8.1. (Added)**, **17.11.10. (Added)**, **17.11.10.1. (Added)**, **17.11.10.1.1. (Added)**, **17.11.10.2. (Added)**, **17.11.10.2.1. (Added)**, **17.11.10.2.2. (Added)**, **17.11.10.2.3. (Added)**, **17.11.10.2.4. (Added)**, **17.11.10.2.5. (Added)**, **17.11.10.3. (Added)**, **17.11.10.4. (Added)**, **17.11.11. (Added)**, **17.11.11.1. (Added)**, **17.11.11.1.1. (Added)**, **17.11.11.1.1.1. (Added)**, **17.11.11.1.1.2. (Added)**, **17.11.11.1.2. (Added)**, **17.11.11.1.2.1. (Added)**, **17.11.11.1.2.2. (Added)**, **17.11.11.1.3. (Added)**, **17.11.11.1.3. (Added)**, **17.11.11.1.4. (Added)**, **17.23.1.1. (Added)**, **17.24.5.5. (Added)**, **17.24.5.6. (Added)**, **17.25.1.1. (Added)**, **17.27.2.3.1. (Added)**, and **17.27.6. (Added)** Added procedures on HQ AMC/LGRC directed shipments. Added guidance on Auxiliary Power Units (APUs) command directed adjusted stock levels (ASL). Added MICAP/Awaiting Parts (AWP) processes changed for AMC bases under Regionalization. For more specific guidance on division of responsibilities between bases and AMC Regional Supply Squadron (AMCRSS) reference AMC Supplement to AFMAN 23-110, Volume II, Part 2, Chapter 21. A bar (|) indicates changed material from the previous edition.

17.7.5. (Added) Serviceability and Functional Check of MICAP Shipments. MICAP requirements for support of AMC en route aircraft require additional processing prior to release of shipment to transportation. When contacted by HQ AMC/LGRC, the MICAP controller or primary supply point (PSP) will check asset availability. On determining if an asset is available, the MICAP controller or PSP will contact the maintenance aircraft coordination center (MACC) requesting a serviceability or functional check prior to shipment and provide the date and time the LGRC wants the item available for movement. MACC verifies the aircraft need and transportation time to determine if time allows for serviceability or functional check. When time allows, the MICAP controller or PSP will notify the inspection element or designated

representative, e.g., war readiness, supply point, after-hours personnel, to send the asset to maintenance. Follow serviceability and functional check procedures in AFMAN 23-110, Volume 2, Part 2, Chapter 14. If an item delivered to maintenance does not pass serviceability check, the MICAP controller or PSP will advise the LGRC if additional assets are available or not available. If additional assets are available, process serviceability and functional check. The inspection element or designated representative, as outlined above, will ensure items found unserviceable during serviceability and functional checks are properly processed to the appropriate repair activity for repair and, in case of XB3 items, ensure actions are taken to properly dispose of the asset. If time does not allow for the serviceability or functional check, the MICAP controller or PSP will contact the LGRC for approval authority to release the item for shipment.

17.8.1.3. (Added) HQ AMC/LGRC directed shipments for both CONUS and OCONUS bases require manual intervention. The supply technician/chief inspector will verify the documentation and visually check the contents of the container/box to verify stock number and part number match the documentation. If supply personnel are unable to determine asset identification, consult a qualified maintenance technician before shipping. For additional guidance, reference AFMAN 23-110 Vol 1, Part 1, Chap 4, V2, P2, Chap 14, AMCI 21-108, Chapter 3 and AMCI 23-102, Chapter 6.

17.8.8. (Added) Regionalized AMC bases follow actions outlined in AMC Supplement to AFMAN 23-110, Volume 2, Part 2, Chapter 21. Non-regionalized AMC supply activity receiving a lateral support request will take immediate action to research all base assets. Ship base assets to zero balance to satisfy MICAP incidents. Exception the 89th Supply Squadron, Andrews AFB, supporting the 1st Helicopter Squadron's UH-1N HPMSK, will ship down to 50 percent for single requirement NMCS aircraft.

17.8.8.1. (Added) The Chief of Supply (COS) upon notification of deployment may protect segments of a MRSP for 30 days except for valid MICAP requirements. In all cases, bases will provide asset availability to the requester to facilitate subsequent numbered Air Force (NAF) or command review if required.

17.11.10. (Added) Programmed Depot Maintenance (PDM) Cannibalization. AMCRSS has assumed the role of MAJCOM approval authority for all PDM Cannibalization requests. The following Contractor Logistics Support is exempt: C-9, KC-10, VC-25, C-32, C-20, C-21, C-37, and C-40.

17.11.10.1. (Added) After exhausting all other support possibilities, LG may request PDM cannibalization by e-mail or message (during MINIMIZE, comply with provisions AFMAN 37-126) to AMC RSS with information copy to HQ AMC/LGMA/LGRC/LGSWS when:

17.11.10.1.1. (Added) The requested item will resolve MICAP condition code "G" and will result in returning aircraft to operational status. Prior to sending the request to AMCRSS, the requesting base must check the asset availability in the repair cycle, the "CANN aircraft," tail number bins, and any other potential locations listed on AMC Form 129, MICAP/AWP Checklist. If the aircraft has other grounding parts not on the PDM Cannibalization Request, the request must state upon approval the part(s) will be cannibalized.

17.11.10.2. (Added) The e-mail/message will contain the following information:

17.11.10.2.1. (Added) Aircraft tail number.

17.11.10.2.2. (Added) Recap of other grounding MICAP conditions against the aircraft (i.e. other grounding MICAP conditions will be cannibalized upon approval of request).

17.11.10.2.3. (Added) Sufficient supply requisition and status information to identify the PDM cannibalization requirement at AMC and the appropriate ALC.

17.11.10.2.4. (Added) National stock number (NSN), part number and nomenclature.

17.11.10.2.5. (Added) Technical order (TO), figure and index.

17.11.10.3. (Added) AMCRSS will validate the request, i.e. ensure the requested part(s) is/are the only parts(s) grounding the aircraft, check applicable MICAP Asset Sourcing System (MASS) boards, and verify the part number, and technical orders. Once validated, forward the request to the applicable System Program Directorate (SPD). Upon approval or disapproval by the SPD, AMCRSS will notify the base and HQ AMC/LGMA/LGSW for additional actions. For C-5 requests, if the PDM Cannibalization request is for multiple parts, AMCRSS will coordinate with HQ AMC/LGSW/LGMA for validity. Once validated, forward the request to the applicable SPD. Upon approval or disapproval by the SPD, AMCRSS will notify the base and HQ AMC/LGSW/LGMA for additional actions.

17.11.10.4. (Added) If the required asset(s) is/are cannibalized or requirement is cancel or downgraded, after requesting PDM cannibalization immediately notify AMC RSS with information copy to HQ AMC/LGMA/LGSW by e-mail.

17.11.11. (Added) C-17 Asset Distribution Request Policy

17.11.11.1. (Added) AMC bases supporting C-17 aircraft will use the following procedures to request MICAP support from the C-17 production line.

17.11.11.1.1. (Added) When MICAP requisition status is unsatisfactory to meet mission requirements and all support possibilities are exhausted, the base LG may request asset distribution. Asset distribution candidates must:

17.11.11.1.1.1. (Added) Resolve a MICAP condition, aircraft NMCS/NMCB requirement, and return the aircraft to operational status.

17.11.11.1.1.2. (Added) Not have other aircraft MICAP conditions on backorder other than those with shipping status, released or pending released for shipment, or potential item(s) for cannibalization.

17.11.11.1.2. (Added) Send the Asset Distribution Request message to HQ AMC/LGSW with information copy to AMCRSS/LGSWMB. The message must include the following data:

17.11.11.1.2.1. (Added) NSN, part number, quantity, requisition source of supply, requisition number, and technical order, figure and index. Provide a summary of action taken to resolve the MICAP condition, i.e., telephone follow-up; supply assistance message and applicable responses. Include item manager, telephone number and most certain status. Add any pertinent supply information deemed essential to aid the parts allocation process.

17.11.11.1.2.2. (Added) Recap other MICAP conditions against the aircraft and provide status.

17.11.11.1.2.3. (Added) Mission impact statement. Quantify the lack of not having an airframe against mission requirements, needed to fly an actual mission in support of an ongoing surge or deployment, needed for responding to a national crisis, etc.

17.11.11.1.3. (Added) HQ AMC/LGSW will contact the asset manager/system support manager POC to request assistance. If the MICAP requirement is, cancel, downgraded, or otherwise satisfied in the interim, immediately notify HQ AMC/LGSW by telephone or e-mail during normal duty hours.

17.11.11.1.4. (Added) HQ AMC/LGSW will initiate formal asset distribution requests, pending outcome of depot and intra-command efforts to resolve the unsatisfactory MICAP status. HQ AMC/LGSWA will provide status updates to AMCRSS/LGSWMB. When AMC/LGRC directs cannibalization of a part, maintenance coordinate with supply to ensure a due-out is process for the part and a serviceable turn-in

processed crediting the due out. Process the turn-in with a TEX G, action taken code B and the shipment document number in positions 67-80 of the turn-in. AMC bases processing the shipment will provide the off-line shipment document number(s) to HQ AMC/LGRC to support LGRC directed shipments to locations without Air Force stock record accounts.

17.23.1.1. (Added) On the last day of the month, all units will process program GVL91 and send file output to AMC09020*EOM.L91xxxx-yyyy. (x=SRAN; y=date processed).

17.24.5.5. (Added) Regionalized AMC bases follow actions outlined in AMC Supplement to AFMAN 23-110, Volume II, Part Two, Chapter 21. Any other AMC base supply receiving a lateral support request will ensure immediate action is taken to research all base assets. To satisfy AWP incidents ship POS and WRM assets to zero balance. Exceptions to this policy are the 89th Supply Squadron, Andrews AFB, supporting the 1st Helicopter Squadron's UH-1N HPMSK, which will ship down to 50 percent for single requirement NMCS aircraft. The other exception is the HQ AMC Forward Supply Support (FSS) System, receives support from CONUS, weapon system specific, primary supply point and therefore requires AMCRSS/LGSM approval for redistribution.

17.24.5.6. (Added) Process lateral support shipment according to the time frames established in AFMAN 23-110, Volume II, Part Two, Chapter 9, attachment C4.2.

17.25.1.1. (Added) Regionalized AMC bases follow actions outlined in AMC Supplement to AFMAN 23-110, Volume II, Part Two, Chapter 21. All other AMC base RCS personnel will assume management and stock control duties for AWP assets. Decentralize AWP storage to the responsible repair shop.

17.27.2.3.1. (Added) Maintenance will control and operate the AWP holding area. Decentralize AWP storage to the responsible repair shop. (See AMCI 21-101.)

17.27.6. (Added) Auxiliary Power Units (APUs). Command directed adjusted stock levels (ASL) are established for C-5 APUs (national stock numbers 2835013429918 and 2835013429919). Note: The command ASL will never exceed the worldwide inventory. There is enough spare APUs to take care of the Air Force's need and not put Oklahoma City Air Logistics Center (OC-ALC) into a buy situation. The purpose of the command ASL is to ensure the base establishes a fair level to retain necessary assets. Maintenance will only order repair parts MICAP for the APU (Standard Reporting Designator: SMB) **ONLY IF** the base goes below the minimum serviceable balance (i.e. peacetime operating stock and supply point) and then only for those parts that will bring the base back to its minimum serviceable balance; otherwise all parts will be ordered AWP, priority 03.

<u>Base</u>	<u>Serviceable Balance</u> <u>(Minimum)</u>	<u>Assets Required</u> <u>for Repair</u>	<u>Command ALS</u>
Altus	2	2	4
Dover	13	13	26
Lack land	5	5	10
Stewart	2	1	3
Travis	10	10	20
Westover	5	5	10

NOTE: Review ASLs every six months and adjusted as necessary, based on consumption. Send a coordinated HQ AMC LGM/LGS message to all units when changes are required.

JAMES L. LEMONS, Colonel, USAF
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