

**BY ORDER OF THE CHIEF,
NATIONAL GUARD BUREAU**

**AIR NATIONAL GUARD POLICY
DIRECTIVE 90-2151**

16 MAY 2003

Command Policy



**COMPLIANCE AND STANDARDIZATION
REQUIREMENT LIST (C&SRL)
CANNIBALIZATION PROGRAM**

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Pages: 4

Distribution: F

This directory implements Air Force Policy Directive (AFPD) 90-2, *The Inspection System*, and is applicable to all Air National Guard (ANG) flying units. Compliance with this directory and its parent instruction Air National Guard Instruction (ANGI) 21-101, *Maintenance Management of Aircraft*, is mandatory. Units will supplement this publication with items developed from appropriate technical data, Air Force Occupational Safety and Health (AFOSH) Standards (STD), local operating instructions (OI), etc., to assess internal compliance. Higher Headquarters/Inspector General (HHQ/IG) may use this directory in whole or in part during evaluations and exercises.

1. The items listed do not constitute the order or limit the scope of the inspection/assessment. As a minimum, units will use this directory in conjunction with the annual unit self-inspection. The objective is to identify deficiencies that preclude attainment of required capabilities.

Table 1. CANNIBALIZATION PROGRAM

| ITEM NO. | ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated) | YES | NO | N/A |
|----------|--|-----|----|-----|
| 1. | Cannibalization Program | | | |
| 1.1. | Has the unit established an OI on individual responsibilities and specific procedures for CANN actions (Chapter 18)? (2.3.1.81.) | | | |
| 1.2. | Prior to performing a CANN action, is it verified that the required component cannot be sourced from LRS or back shop assets within the allotted time? (18.5.1.) | | | |
| 1.3. | When a CANN is authorized, is the expenditure of man-hours and potential damage to equipment weighed against expected benefit? (18.5.1.) | | | |
| 1.4. | Are high risk CANNs not be performed unless priority aircraft are involved, or lack of ready equipment will impede mission accomplishment? (18.5.1.) | | | |
| 1.5. | Do commanders, superintendents, and supervisors closely control CANN actions? (18.5.3. and 3.3.1.4.) | | | |
| 1.6. | Does the MXG/CC designate CANN Authorities (CA) and are they kept to a minimum? (18.5.4.) | | | |
| 1.7. | Is the CA prohibited from delegating their CANN authority? (18.5.4.) | | | |
| 1.8. | Does the CA inform MOC prior to executing on-equipment CANN actions? (18.5.4.1.) | | | |
| 1.9. | Are aircraft that have been cannibalized extensively identified as "CANN Aircraft"? (18.5.5.) | | | |
| 1.10. | Are aircraft that have been identified as "CANN Aircraft" had been assigned a manager (normally the crew chief)? (18.5.5.) | | | |
| 1.11. | If an assembly is cannibalized to satisfy a condition caused by lack of bits and pieces (e.g., washers, nuts, and bolts), is the assembly counted as a CANN and the bits and pieces considered transfer actions? (18.5.6.) | | | |
| 1.12. | Are bits and pieces removed from an end item (without removing the assembly) for installation on another end item considered individual CANN actions? (18.5.6.) | | | |
| 1.13. | When a required part cannot be delivered or installed on time and the CA approves the CANN of parts prior to initiation of CANN documentation does the CA only give this approval after confirming the part is not readily available in supply, launch trucks, forward supply points, or back shops? (18.5.7.) | | | |
| 1.14. | Does the CA notify the LRS MICAP section to change the mark-for components in the document number? (18.5.7.) | | | |

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|----------|--|-----|----|-----|
| 1.15. | When time change items, serially controlled items, or other components with inspection requirements aligned to specific hourly, calendar, or events are considered for CANN, does the CA coordinate with the appropriate PS&D or EM to ensure adequate time remains on the item to justify the CANN and to ensure appropriate records are updated? (18.5.8.) | | | |
| 1.16. | If a functional LRU (including installed engines) is removed from one end item to put on another end item to fill a “hole” which was caused by a supply requisition, (the requisition could be against the LRU), is this action considered/treated as a CANN? (18.5.9.) | | | |
| 1.17. | Does the Pro Super coordinate with Propulsion Element for engine-to-aircraft CANNs? (2.8.4.) | | | |
| 1.18. | Are CANN actions involving parts from ABDR aircraft, Air Force Museum Aircraft, Maintenance Training Devices (MTDs), Ground Instructional Training Aircraft (GITA) (possession purpose code TX), or Defense Reutilization and marketing Office (DRMO) accomplished with authorization from the Item Manager? (18.5.10.1.) | | | |
| 1.19. | Are aircraft in depot maintenance (possessed by AFMC) not cannibalized without approval from the applicable air logistics center (ALC) system manager and in coordination with the ANG/LGM functional manager? (2.3.1.81.) | | | |
| 1.20. | If the Item manager approves a part for CANN, are all-necessary inspections (NDI, pressure checks, operational checks, TCTOs, etc) performed using specific guidance from the Item Manager to ensure proper serviceability? (18.5.10.1.) | | | |
| 1.21. | Are aircraft, that have been extensively cannibalized, launched on an overseas or cross-country sortie/mission on the first flight following CANN status without MXG/CC approval? (18.5.10.2.) | | | |
| 1.22. | Are aircraft recovering from CANN status carefully screened and all maintenance documentation thoroughly reviewed before being scheduled for a sortie/mission? (18.5.11.1.) | | | |
| 1.23. | Does the CA ensure all operation checks have been completed and determine if an operational or functional check flight is required in coordination with QA? (18.5.11.1.) | | | |
| 1.24. | Do supervisors ensure personnel are trained to perform and document CANN actions? (18.5.12.) | | | |
| 2. | Cannibalization Action Documentation | | | |

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|----------|---|-----|----|-----|
| 2.1. | Does the assigned aircraft CANN manager ensure daily documentation actions (forms/tags/MIS) remain accurate and complete? (18.5.5.) | | | |
| 2.2. | Does the CA ensure complete documentation is accomplished for each CANN action? (18.5.7.) | | | |
| 2.3. | If a CANN occurs, does the performing workcenter update MIS and notify PS&D or EM? (18.5.8.) | | | |
| 2.4. | Are CANN actions properly recorded in the MIS? (18.5.11.1.) | | | |
| 2.5. | Are CANN actions properly documented in the aircraft/equipment forms as prescribed in TO 00-20-series? (18.5.11.1.) | | | |

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