

**1 July 2000**



**Supply**

**CANNIBALIZATION PROCESSING FOR OFF  
STATION ENROUTE AIRCRAFT AND  
TEMPORARY MISSION SUPPORT KITS  
(TMSKS)**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 305 SUPS/LGSCP (Mr. Blue)  
Supersedes MAFBI 23-501, 15 February 1995

Certified by: 305 SUPS/LGS (McQuown)  
Pages: 3  
Distribution: F

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**MAFBI 23-501:** Outlines procedures for cannibalizing parts to support off-station aircraft. It references AFMAN 23-110, AMCI 23-102, and Technical Order 00-20-2. It is applicable to the 305 SUPS, 305 AGS, 305 APS (Special Handling), 305 LG, 305 LSS and 305 OG.

***SUMMARY OF REVISIONS***

This publication has been revised in order to update applicable references, to add procedures for resupply of engine MICAPs (Mission Capable), and to change the name of Aircraft Maintenance Operations Support Element (AMOSE) to Flight Line Dedicated Support Section, the name of the FDSE to Aircraft Parts Store, the name of the RCSE to Flight Service Center.

**1. Off Station Support - Parts Only:**

1.1. Upon determining that an asset is not available from theater resources (Base Supply), the Tanker Airlift Control Center (TACC) will coordinate with the Command Post Maintenance (CP/M) for all cannibalization actions required to satisfy Mission Capable (MICAP) conditions for offshore aircraft. Base Supply will process C-141B aircraft requests. Contractor Operated/Maintained Base Supply (COMBS) will process KC-10 aircraft requests IAW support agreement.

1.2. The CP/M will direct the applicable shop(s) to request the required item(s) and coordinate with the Aircraft Parts Store (APS) using the tail number of the aircraft from which the asset(s) will be canned.

1.3. The APS will verify the zero balance and notify the CP/M of the CANN action. The APS will initiate MICAP reporting.

1.4. After validating the zero balance condition, the CP/M will direct the applicable shop to cannibalize the item and provide all of the necessary data, i.e., CANN number, etc., to the APS.

1.5. After the item is cannibalized, an automated AFTO Form 350, **Reparable Item Processing Tag**, will be accomplished by the applicable shop with the appropriate document number/CANN number entered on the aircraft/engine forms by the individual who performs the cannibalization action. After attaching the AFTO Form 350 tag to the item, the maintenance organization will deliver the part to the APS.

1.6. APS personnel will prepare and process the AF Form 2005, **Issue/Turn-in Document**, using the appropriate Transaction Exception Code and the shipping document number in card columns 67-80, (Mark-For-Data.) During Turn-in (TIN) processing, supply will ensure a credit Due-in from Maintenance (DIFM) is accomplished on all XD/XF items.

1.7. Pick-up and Delivery will coordinate delivery of the property with APS personnel. If Pick-Up and Delivery is unable to respond to priority pick-up of the property in a timely manner, the APS will deliver the property. APS will deliver the AMC Form 281, AMC MICAP/VVIP (Very, Very Important Parts)/Special Handling Label to 305 APS Cargo Movement Section and notify the TACC of the time delivered.

1.8. Maintenance activities will request pickup of large/bulk items, by the Flight Service Center (FSC), and ensure all applicable documents are attached to the item. In the event FSC is unable to provide pickup (weekends/holidays), the APS will assume this responsibility.

1.9. 305 APS Cargo Movement Section will prepare asset(s) for shipment and notify Base Supply Pick-up and Delivery Section to expedite delivery to Air Freight Special Handling, and/or directly to the aircraft mission directed by TACC.

## **2. Resupply For Offshore Engine Micap Conditions:**

2.1. When a request for an offshore engine MICAP is received at the APS, assigned personnel will check base stock and search the MICAP Asset Sourcing System (MASS) for other assets (Lateral Support). If negative results are achieved, they will check for an asset in Tail Number Bin (TNB). APS personnel will notify GOLD 5 that a part was removed from TNB. GOLD 5 will reorder the part. APS personnel will coordinate with FSC to process the credit turn-in and deliver the part to TMO for shipment.

2.2. If the parts are not available from TNB, APS will contact CP/M who in turn will notify GOLD 5 and request CANN action. GOLD 5 will task the appropriate Sortie Generation Flight (SGF) to complete required CANN actions and ensure the part is delivered to the APS. The tasked SGF will ensure compliance with all actions to ensure DIFM accountability.

2.3. If the parts are not available from the CANN aircraft, APS will call the Engine Manager, who, in turn, will contact Propulsion Flight to have the parts cannibalized from a spare engine in stock.

2.3.1. If parts are available from an engine in stock, Propulsion Flight will place an order for a replacement part and contact the Engine Manager, who will contact APS to ensure that the Propulsion Flight receives credit for the replacement part, and that the cannibalized part is picked up.

**3. Off Station - Maintenance Repair Team (MRT):** If a maintenance team is dispatched from home base to repair an aircraft, assets will be issued directly to the requesting maintenance activity and managed under Due-In from Maintenance procedures (when applicable). A DIFM location code of MRT will be used along with DIFM status code AXC to indicate asset is off-station. The maintenance team will be responsible for transporting the asset(s) to the transient base and ensuring return of reparable assets so the

DIFM detail(s) may be cleared. For bulk items leaving the base, the requesting shop will use the aircraft parking spot as the delivery point for the items. Bulk items will be delivered by Pick-up and Delivery. If, for any reason, they are not available, the FSC/APS will assume this responsibility. The APS is the POC for any problems. Assets must return with the MRT. TACC can direct asset(s) be left off-station pending transportation to home station. The responsibility and accountability for all assets remain with the maintenance shop accountable under DIFM procedures/control. If asset(s) are not returned after 30 days, MRT personnel will conduct follow-up action with TACC. If the asset(s) is/are not found, they will initiate a Report of Survey.

#### 4. Temporary Or Permanent Mission Support Kit (TMSK or PMSK):

4.1. The Supply Readiness Control Center (SRCC) will notify War Readiness Element (WRE) when a tasking/requirement for a MSK is received. When there is sufficient time, WRE will notify the SRCC on kit availability NLT 48 hours of its scheduled departure.

4.2. All MSK taskings will be filled as close to 100 percent as possible with assets from Peacetime Operating Stock, In-Place Readiness Spares Packages, and Mobility Readiness Spares Packages, prior to departure. WRE will provide the SRCC, who will in turn contact the Logistics Group Control Center (LGCC), who will contact maintenance supervision with the list of stock numbers that are zero balance. 305 AGS will determine if CANN action will be initiated. On short notice or after normal duty hour taskings, WRE will contact 305 AGS directly with the list of items that are zero balance. Upon approval, APS will coordinate with the CP/M and WRE to ensure all CANN documentation is processed correctly. CANN processing action will be accomplished as outlined above (**EXCEPTION:** No shipping document number). The APS will coordinate with WRE on all document processing. If it is determined the FSC will process the turn-in document; FSC must coordinate with FDSE on document processing. A MSK requiring wheels and tires should be identified as such.

4.3. The organization required to remove the asset for turn-in will complete an automated AFTO Form 350, entering the document number and a brief description stating "asset removed for support of TMSK or PMSK." Attach the automated AFTO Form 350 to the item and transport to the APS (for bulky or oversized items refer to Para 1.8. above).

4.4. FDSE/RCSE personnel will deliver the property to WRE.

**NOTE:** In the event time constraints prohibit full compliance with this instruction, coordination must be made with all involved organizations. TACC may deviate from these procedures to ensure that the assets are expeditiously delivered to the destination. 305 SUPS/LGSC may deviate to ensure the asset is available in the TMSK/PMSK prior to departure. Property accountability must be maintained at all times. It is extremely important to keep everyone involved in this process, especially with DIFM assets. TACC should check for asset availability with the APS. If the decision has already been made as to whether the tasking is parts and people, then an MRT will be dispatched and will be responsible for returning the DIFM asset. Under no circumstances will supply personnel ship the same item (duplication). If the scenario changes supervision must be aware and take the appropriate actions.

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