



Maintenance

CONTROL AND MANAGEMENT OF CANNIBALIZATION PAPERWORK

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

*OPR: 302 FS/MA (Capt M. Reid)
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This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes procedures and policies for managing and controlling cannibalization paperwork. This instruction applies to all maintenance activities within the 944th Fighter Wing.

SUMMARY OF REVISIONS

This revision changes the office of responsibility (OPR); changes text (paragraph 1.1.4.); corrects duplicated paragraph numbers (paragraphs 1.3.3. through 1.3.5.); adds/changes text (paragraphs 2.3. through 2.3.4.) and updated references (Attachment 1). An asterisk (*) indicates revisions from previous edition.

1. Procedures for Superintendent and Unit:

1.1. Production superintendent or designated representative will:

1.1.1. Verify the part requirement and supply status.

1.1.2. Authorize cannibalization actions after considering man-hour availability and evaluating the risks of damaging serviceable equipment.

1.1.3. Identify aircraft for cannibalization that will not compromise safety (i.e., an aircraft not safe for maintenance, on jacks, etc.).

*1.1.4. Coordinate with the Propulsion Flight prior to any part, which is serial controlled, being cannibalized or replaced during phase on installed engines or engines removed for other maintenance.

1.2. When the cannibalization action is complete, the data will then be entered in the Core Automated Maintenance System (CAMS). Include serial number and time change items if applicable.

1.3. The 302d Fighter Squadron Maintenance (FSM) Support Section will:

1.3.1. Load the cannibalization action into CAMS.

1.3.2. Initiate the supply document number.

*1.3.3. Make a line entry in the cannibalization log to include the aircraft tail number, nomenclature, work unit code, CAMS generated job control number or manual job control number, and date of removal of the cannibalized part.

*1.3.4. Reconcile the cannibalization log daily with the base supply mission capable (MICAP) report to ensure current and accurate parts status and reporting.

*1.3.5. Provide the 944th Logistics Support Squadron Management Analysis with a complete copy of the cannibalization log for each month.

2. Procedures for Propulsion Flight:

2.1. Propulsion Flight will:

2.1.1. Verify the part requirement and supply status for uninstalled engine or engine component.

2.1.2. Initiate cannibalization actions.

2.1.3. Load and schedule the cannibalization action into CAMS.

*2.3. The Engine Management Section will:

*2.3.1. Make a line entry in the cannibalization log to include the engine/engine component serial number, nomenclature, work unit code, CAMS generated job control number or manual job control number, and date of removal of the cannibalized part.

*2.3.2. When the action is complete, the data will then be entered into CAMS. Include serial number and time change items if applicable.

*2.3.3. Reconcile the cannibalization log daily with the base supply MICAP report to ensure current and accurate parts status and reporting.

*2.3.4. Provide the 944th Logistics Support Squadron Management Analysis a complete copy of the cannibalization log for each month.

CRAIG S. FERGUSON, Colonel, USAFR
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1, *Managing Aerospace Equipment Maintenance*

*AFCSM 21-556 (various volumes), *Core Automated Maintenance System (CAMS)*

AFI 21-101, *Maintenance Management of Aircraft*

*AFOSHSTD 91-100, *Aircraft Flight Line – Ground Operations and Activities*

AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*

AFRCI 21-102, *Aircraft and Unit Performance Report (RCS: AFR LGQ(M)7103)*

T.O. 00-20-2, *Maintenance Data Documentation System*