



DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
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CNATRAINST 4790.14M
N4
28 NOV 2018

CNATRA INSTRUCTION 4790.14M

Subj: PROCEDURES FOR CANNIBALIZATION OF PARTS BETWEEN AIRCRAFT,
SIMULATORS, AND AERONAUTICAL EQUIPMENT

Ref: (a) COMNAVAIRFORINST 4790.2C

1. Purpose. To issue Chief of Naval Air Training (CNATRA) policy and procedures applicable to the cannibalization of aircraft, simulators and aeronautical equipment. This instruction has been substantially revised and needs to be read in its entirety.
2. Cancellation. CNATRAINST 4790.14L
3. Policy. Management of aircraft and simulator parts cannibalization must be an ongoing effort for all Naval Air Training Command (NATRACOM) activities including our Contractor Logistics Support (CLS) providers. In addition to expending excessive maintenance man-hours and increasing the difficulty of returning the equipment to full operational status, the cannibalization of aircraft and simulators parts over an extended period is poor utilization of a high cost asset. However, recognizing that the prudent use of cannibalization is at times necessary, this instruction delineates the minimum acceptable procedures. For the purposes of this instruction, Long Term Down (LTD) aircraft is defined as an aircraft that has not flown for 45 days or more.
4. Restrictions. Authorization to cannibalize the following specific items must be endorsed by the CNATRA Det OIC/AOIC and approved by CNATRA N4:
 - a. Ejection seats.
 - b. Ejection seat components and/or egress system related cartridges.
 - c. Cartridge Actuated Devices (CADs).
 - d. Aircrew Escape Propulsion System (AEPS).
5. Procedures
 - a. Organizational Level (O-Level) Maintenance Activities

(1) Flyable Aircraft. Perform thorough "Troubleshooting" procedures to ensure positive identification of the failed item(s) and requisition the required parts through approved procedures. Provide prescribed technical assistance to the local supply activity as required (i.e., part number verification, suitability of substitute items). If the required parts are declared to be

locally unavailable, the Maintenance Master Chief (Blue Angels) and the CLS Maintenance Manager should prudently consider cannibalization warranted by operational commitments.

(2) Non-flyable Aircraft

(a) Aircraft up to 45 Days Non-flyable. During the first 45 days that an aircraft is non-flyable, cannibalization actions shall be strictly controlled by the reporting custodian: Blue Angels Maintenance Master Chief or the CLS Maintenance Manager. Avoid cannibalization actions that will cause extended aircraft down time, require excessive maintenance man-hours and cannibalization of parts that have a poor success rate. Those persons who may authorize cannibalizations must be limited in number and designated in writing by the commanding officer for the Blue Angels and Contract Site Manager for CLS contract maintenance activities.

(b) A-30 Aircraft. For CNATRA aircraft in A-30 status which have not flown for 45 days or more, the term "cannibalization" includes both the removal of installed parts on that aircraft and the diverting of uninstalled parts received from supply for that aircraft.

(c) Aircraft Non-flyable for 45 days up to 90 days. Authority to cannibalize an aircraft that has not flown for more than 45 days up to 90 days must be approved by the cognizant CNATRA DET OIC/AOIC for aircraft CLS maintenance activities. For Blue Angel aircraft, the Maintenance Officer will provide authorization. For Training aircraft, the CLS request will be made via electronic email and will provide the following information:

1. Type/model/series (T/M/S), bureau number (BUNO), reporting status, and number of days since aircraft to be cannibalized was last flown.

2. List Not Mission Capable Supply (NMCS) requisitions and current supply status for the aircraft from which item(s) are to be cannibalized including the following information:

(a) Warehouse high limit.

(b) List all stock replenishment requisitions with current supply status.

(c) List all the following actions to expedite each NMCS and stock replenishment requisition.

3. Requisition number and status of item(s) to be cannibalized.

4. Summary of actions taken to procure item(s) to be cannibalized.

(d) Aircraft Non-Flyable for 90 Days or more. Aircraft that have not flown for 90 days or more will not be cannibalized without written approval from CNATRA N4. Request for such approval will be submitted via electronic mail to CNATRA Det OIC/AOIC for endorsement

citing the same information as contained in para 5.a.(2).(c) above. The OIC/AOIC will forward the request with endorsement to the applicable N42X Class Desk for final determination.

(e) Approving Authority. CNATRA DET OIC/AOIC and the Blue Angel Maintenance Master Chief/Maintenance Officer shall be the approving authority for cannibalization of parts and engines from CNATRA aircraft in Depot (ACI, PMI, IPM, ISR or Special Rework Pipeline status codes "D_", "E_", "H_", and "G_"), provided the following conditions are met:

1. Aircraft must be in reporting custody of Reporting Custodian.
2. Cannibalization of components must not interfere with Special Rework process and must be concurred with by Special Rework Team.
 - a. Aircraft in long term storage status codes M_ will not be cannibalized at any time.
 - b. Personnel parachutes and survival equipment MUST be returned to the original aircraft. This will decrease error, and ensure aircraft/system/special inspection compatibility is maintained.

(3) Simulator Aircraft Common Equipment

(a) Aircraft Common Equipment (ACE) removed from a simulator will not be installed in or on any aircraft without first being certified Serviceable and Ready for Issue (RFI) with the appropriate documentation (Yellow Serviceable Material Tag (DD Form 1574) or Airworthiness Approval Tag (FAA Form 8130) issued and signed or stamped by the designated test, repair or overhaul activity for that part.

(b) Prior to issuing an aircraft part to fill an ACE simulator requisition, the Simulator Maintenance Contractor must accomplish the following:

1. Perform thorough "Troubleshooting" procedures to ensure positive identification of the failed ACE.
2. Attempt to obtain the required ACE through local supply or contractor's activity and request technical assistance as required (i.e., part number verification, use of substitute items, etc.).

(c) After ensuring compliance with paragraphs 5.(a).(3).(b) 1 and 2 above and provided the required ACE parts are declared to be unavailable, forward a Casualty Report (CASREP) with Visual Information Display System/Maintenance Action Form (VIDS/MAF) including contractor's desired ACE, to the local local CNATRA DET OIC/AOIC, via electronic email with a carbon copy (Cc) to the appropriate CNATRA N42X Class Desk and the CNATRA N43 Supervisor (Aircraft Property). If endorsement approval is received from all three

entities, the local CNATRA Det OIC/AOIC will forward the endorsements of the ACE request to the Wing Training Officer for final decision and signature.

b. Intermediate Level (I-Level) Maintenance Activities

(1) I-Level Production Control will review weekly all awaiting parts (AWP) items jointly with the Supply Department. This validation will assure all parts on order are still required and have valid supply status.

(2) I-Level Work Centers and Supply Department AWP supervisors should conduct periodic review of available piece parts accumulated among a group of like AWP repairables to determine if, by cannibalization action, of those AWP items can be made ready for issue (RFI).

(3) Cannibalization action may be taken when it is determined that the requisition status of required parts is unsatisfactory, (i.e., critical NMCS).

(4) CLS and AIMD contractors will comply with the above and with the applicable contact Performance Work Statement (PWS) requirements.

c. CNATRA Det OIC/AOIC's

(1) Ensure that correct maintenance and supply procedures are properly followed.

(2) In responding to contractor cannibalization requests for aircraft Non-flyable for 45 days up to 90 days or aircraft in Depot less than 90 days, critically review, and approve or disapprove as appropriate. OIC/AOICs have the authority to grant or deny cannibalization via telephone, but must followed up with an electronic email that documents their decision.

(3) Submit endorsements to CLS and Depot cannibalization requests for aircraft Non-flyable for 90 days or longer and aircraft in Depot for 90 days or longer to the appropriate CNATRA Class Desk (N42X) for their approval.

(4) Monitor aircraft status through existing reports, emails and messages to ensure the continuing effectiveness of cannibalization management and avoidance of long term, non-flyable aircraft.

(5) Request assistance from CNATRA N43 on those items which are beyond local capability to resolve.

d. All NATRACOM CLS Site Managers

(1) Comply with the provisions of this instruction and with the applicable PWS requirements.

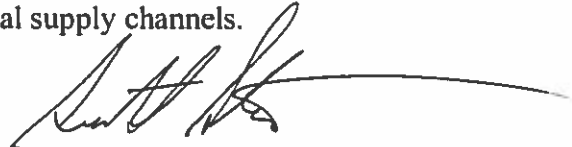
(2) Establish written procedures for the management and control of cannibalization to ensure cannibalization does not become a “way of life” in lieu of a well-coordinated maintenance and supply effort. Above all, these procures should stress that open and timely communication between maintenance and supply is an essential ingredient to good management and effective material support.

(3) Ensure that all cannibalization actions are completely documented in accordance with reference (a).

(4) Ensure continual validation and reconciliation actions are performed in accordance with the provisions of reference (a) to ensure accuracy of reported deficiencies.

(5) Per reference (a), assess the effectiveness of cannibalization by tracking related measurements, such as material availability rate, A-799 rate, I-level Turn Around Time (TAT), supply response time, cannibalization per 100 sorties, and average maintenance man-hours per cannibalization.

6. Forms. The Visual Information Display System/Maintenance Action Form (VIDS/MAF), OPNAV 4790/60, may be procured from normal supply channels.



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