



DEPARTMENT OF THE NAVY

CHIEF OF NAVAL AIR TRAINING
CNATRA
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CNATRINST 4790.14L
N4
15 DEC 2006

CNATRA INSTRUCTION 4790.14L

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

Ref: (a) COMNAVAIRFORINST 4790.2
(b) CNATRINST 4235.1D

Encl: (1) Cannibalization Request Message

1. Purpose. To issue Chief of Naval Air Training (CNATRA) policy and procedures applicable to the cannibalization of aircraft and aeronautical equipment. This instruction has been substantially revised and needs to be read in its entirety.

2. Cancellation. CNATRINST 4790.14K

3. Policy. Practical reduction of aircraft/simulator cannibalization must be an ongoing effort for all Naval Air Training Command (NATRACOM) activities. In addition to expending excessive maintenance man-hours and increasing the difficulty of returning the equipment to fully operational status, cannibalizing an aircraft or simulator over an extended period is poor utilization of a high cost asset. Recognizing that the prudent use of cannibalization is necessary, this instruction is intended to delineate acceptable procedures. Authorization to cannibalize the following specific items must be 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).

4. Procedures

a. Organizational Maintenance Activities

(1) Flyable Aircraft. Perform thorough "Troubleshooting" procedures to ensure positive identification of the failed item(s) and requisition 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, cannibalization may be considered if operational commitments warrant.

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(2) Non-flyable Aircraft

(a) Aircraft 0-45 days non-flyable. During the first 45 days that an aircraft is non-flyable, cannibalization actions shall be strictly controlled by the reporting custodian/contract manager. Avoid cannibalization action that will cause extended aircraft down time. Those persons who may authorize cannibalization must be limited in number and designated in writing by the Commanding Officer for the Blue Angels, Organizational Maintenance Departments, and Contract Site Manager for contract maintenance activities.

(b) A-3 Aircraft. In dealing with A-3 status aircraft which have been non-flyable for 45 days or more, the term "cannibalization" includes both the removal of installed parts and the diverting of uninstalled parts received from Supply for use on another aircraft.

(c) Aircraft 45-90 days non-flyable. Authority to cannibalize an aircraft that has not flown for 45 days through 90 days must be approved by the cognizant CNATRA DET OIC. The request will be made in writing 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 status for the aircraft from which item(s) are to be cannibalized.

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 90 days or more non-flyable. Aircraft that have not flown for 90 days or more will not be cannibalized without written approval from CNATRA. Request for such approval will be submitted via electronic mail or message citing the same information as contained in paragraph 4(2)(c) above, per example in enclosure (1).

(e) Approving Authority. CNATRA DET OIC shall be the approving authority for cannibalization of aircraft in Special Rework Pipeline status codes "H_", and "G_", provided the following conditions are met:

1 Aircraft must be in physical 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 Reporting custodians will ensure that all "hard down" aircraft are properly preserved and that an aggressive corrosion control program is maintained.

b Aircraft in long term storage status codes M1 and M5_ will not be cannibalized at any time.

c Personnel parachutes and survival equipment MUST be returned to the original aircraft. This will increase aircraft readiness, decrease the possibility of logbook record error, and ensure aircraft/system/ special inspection compatibility is maintained.

(3) Simulators

(a) Perform thorough "Troubleshooting" procedures to ensure positive identification of the failed item(s).

(b) Attempt to obtain required parts through the local supply or contractor's activity and provide technical assistance as required (i.e., part number verification, use of substitute items, etcetera).

(c) After ensuring compliance with paragraphs 4(3)(a) and (b) above, and the required parts are declared to be unavailable, forward a Casualty Report (CASREP) with Maintenance Action Form (MAF) including contractor's desires, via local CNATRA DET OIC, to the training officer for decision and signature.

b. Intermediate Maintenance Activities

(1) Aircraft Intermediate Maintenance Department (AIMD) Production Control will review, at least weekly, all awaiting parts (AWP) items jointly with the Supply Department AWP unit. This validation will assure that all parts on order are still required and provide an opportunity to explore possible cannibalization actions to reduce the number of AWP components.

(2) AIMD Work Center and Supply Department AWP supervisors should conduct periodic reviews of available piece parts accumulated among a group of like AWP repairables to determine if by cannibalization action a given number 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, work stoppage, or local repair cycle asset (LRCA)).

(4) CLS contractors will comply with the above.

c. Supply Departments

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

(2) Initiate appropriate supply assist messages in accordance with reference (b).

(3) CLS contractors will comply with the above

d. CNATRA DET OICs

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

(2) Critically review subordinate activity cannibalization requests and approve or disapprove them as appropriate. Authority to cannibalize may be granted via telephone but must be followed up with a written statement that grants permission to cannibalize.

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

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

(5) Submit photocopies of approved cannibalization requests to CNATRA (N421) as they occur.

e. All NATRACOM Activities/Contractors

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

(2) Commanding officers/contract site managers of activities shall establish written procedures for the management and control of cannibalization to ensure that it does not become a way of life in lieu of a well-coordinated maintenance and

supply effort. Above all, these procedures should stress that open and timely communication between maintenance and supply is an essential ingredient to good management and effective material support.

(3) After all avenues of support have been exhausted by the local supply activity and it is determined that assistance is required; supply assistance shall be requested in accordance with reference (b).

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



D. B. GRIMLAND
Chief of Staff

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CNATRAINST 4790.14L
15 DEC 2006

CANNIBALIZATION REQUEST
EXAMPLE

FM:

TO: CNATRA CORPUS CHRISTI TX//N4//

UNCLAS //N04790//

SUBJ: CANNIBALIZATION REQUEST

MSGID/GENADMIN/(ORIGINATOR)//

REF/A/DOC/CNATRA//

AMPN/REF A CNATRAINST 4790.14K//

RMKS/1. IAW REF A, REQUEST AUTHORIZATION TO CANNIBALIZE

FOLLOWING ACFT:

- A. (T/M/S)/(BUNO)/(REPORTING STATUS)/(DATE LAST FLOWN)
- B. (List all NMCS requisitions for the aircraft from which the item is to be cannibalized.)
- C. (Requisition number and status of item to be cannibalized)
- D. (Summary of actions taken to procure item to be cannibalized)//

Enclosure (1)