



UNITED STATES MARINE CORPS

2D MARINE AIRCRAFT WING
U. S. MARINE CORPS FORCES COMMAND
POSTAL SERVICE CENTER BOX 8050
CHERRY POINT, NORTH CAROLINA 28533-0050

WgO 5442.8

ALD
AUG 07 2008

WING ORDER 5442.8

From: Commanding General, 2d Marine Aircraft Wing
To: Distribution List

Subj: LONG TERM DOWN (LTD)/OUT OF REPORTING STATUS (ORS)
AIRCRAFT MANAGEMENT PROGRAM

Ref: (a) COMNAVAIRFORINST 4790.2 (NAMP)

Encl: (1) Cannibalization Request Format for Aircraft in Non
LTD/ORS status other than SDLM/PMI
(2) Cannibalization Request Format for Aircraft in
SDLM/PMI

1. Situation. To establish policies and procedures for internal cannibalization actions, and returning LTD and ORS aircraft to Ready Basic Aircraft (RBA) status.

2. Cancellation. WgO 5442.7A.

3. Mission. The effective and timely management of LTD and ORS aircraft is essential to the accomplishment of 2d Marine Aircraft Wing's (2d MAW) mission. Due to the current operational climate and the limited availability of aircraft replacement materials, Squadron Commanders must ensure the appropriate attention and priority are assigned to the timely repair of LTD aircraft and returned to a RBA status. Cannibalization (CANN) actions against these aircraft is one of the drivers that hinder it's return to RBA status and must be explicitly controlled.

4. Execution

a. Commander's Intent and Concept of Operations

(1) This Order encompasses all aircraft reporting custodians (aircraft squadrons) and Marine Logistics Squadrons (MALs) within 2d MAW who desire to cannibalize from LTD or ORS aircraft and aircraft in or returning from Scheduled Depot Level Maintenance/Integrated Maintenance Plan/Modification (SDLM/IMP/MOD) type events. The intent of this Order is to ensure the timely return of LTD aircraft to a RBA status through effective maintenance prioritization, effective communication and aggressive logistical support.

b. Definition of Terms

(1) Long Term Down Aircraft. An aircraft in the physical custody of reporting custodians that has not flown for 60 or more consecutive days while in a In Reporting Status (IRS) (A10, A20, A60, as defined in reference (a)).

(2) Cannibalization. The removal of serviceable parts/components from one aircraft for installation into another aircraft.

(3) Pacing Material/Requirements. The materials or discrepancy which, in the view of the Squadron, is the leading hindrance to returning a LTD or ORS aircraft to RBA status (as measured by wait time).

(4) Grace Period. A period of 30 days after an aircraft returns from an ORS until it is to be in a RBA status.

5. Administration and Logistics

a. 2d MAW Aviation Logistics Department (ALD) shall:

(1) Assist the MALS Commanding Officer (CO), Aircraft Maintenance Officer (AMO), and Aviation Supply Officer (ASO) in overcoming any and all logistical barriers in order to effect the acquisition or repair of pacing material.

(2) Be responsible for controlling and approving all requests to CANN from LTD aircraft.

(3) Provide recommendations to ConNav Air Force (CNAF) in support of CANN requests from ORS aircraft.

b. Marine Aircraft Group (MAG) Commanders shall:

(1) Provide oversight and guidance to squadrons while ensuring strict adherence to the requirements of this Order.

c. MAG/MALS AMO/ASO shall:

(1) Utilizing the Aviation Management Supply and Readiness Reporting (AMSRR) website and applicable reports, monitor organizational level activities to ensure compliance with this Order.

(2) Upon identification of a LTD aircraft, coordinate and ensure that supply/technical assist message(s) are submitted to prompt action on all pacing materials/requirements.

(3) Assist the squadron in development and support of a "Return to Flight Status" brief that describes the plan of action for returning aircraft to an RBA status.

(4) When local capabilities result in a lack of materials to support the expeditious return of LTD aircraft to a RBA status a joint AMO/ASO determination will be established to engage agencies outside the normal resources. When the validation/planning process is complete and deemed necessary, the MALS AMO/ASO may request, via naval message, cannibalization of the required part(s) from LTD aircraft or ORS aircraft.

d. Squadron Commanders shall:

(1) Ensure that LTD and ORS aircraft are returned safely and expeditiously to RBA status.

(2) Upon request, brief the Commanding General 2d MAW and/or the ALD Assistant Chief of Staff on plans for returning aircraft to RBA status.

e. Squadron Aircraft Maintenance Officers shall:

(1) Ensure that the material condition of all LTD and ORS aircraft are accurately reported on the AMSRR.

(2) Provide the chain of command a "Return to Flight Status" brief to include:

(a) A recovery plan that optimizes available resources and ensures that the cannibalization of aircraft components is held to a minimum.

(b) External logistics support requirements.

(3) Coordinate with MALS AMO/ASO when it appears necessary to CANN from an "A" status aircraft that has not flown for 45 days or more.

(4) Submit a CANN request to Wing ALD prior to cannibalizing from an "A" status aircraft that has not flown for 60 days or more, providing updated information contained in the "Return to Flight Status" brief. Enclosures (1) and (2) pertain (defined).

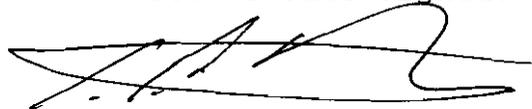
WgO 5442.8
AUG 07 2008

(5) Ensure that all aircraft that have returned from an ORS to an "A" status IRS after an extended period are flown within 30 days. If the aircraft has not flown by the end of the 30 day "Grace Period", the aircraft shall be immediately reported as an LTD aircraft and all required reports shall be submitted. The AMSRR shall be immediately updated reflecting the use of this "Grace Period".

(6) After determining that a CANN action from an ORS aircraft is the most prudent means to satisfy a Non-Mission Capable condition, the Maintenance Material Control Officer will coordinate with the MALS AMO/ASO for determination and validation and then initiate a CANN request.

6. Command and Signal

- a. Command. This Order is applicable to all 2d MAW units.
- b. Signal. This Order is effective date signed.



C. E. HOLZWORTH
Chief of Staff

DISTRIBUTION: A

WgO 5442.8
AUG 07 2008

CANNIBALIZATION REQUEST FORMAT FOR AIRCRAFT IN NON LTD/ORS
STATUS OTHER THAN SDLM/PMI

From: MARINE AVIATION LOGISTICS SQUADRON__//CO/AMO/ASO//

To: CG SECOND MAW//ALD-B/C//

INFO: MAG__//ADJ/S3//
REPORTING CUSTODIAN//CO/S3/AMO//

UNCLAS //N05442//

Subj/CANNIBALIZATION REQUEST FOR (T/M/S) BUNO _____//

REF/A/DOC/WGO 5442.8//

AMPN/Ref A is LONG TERM DOWN (LTD)/OUT OF REPORTING STATUS
(ORS) AIRCRAFT
MANAGEMENT PROGRAM//

RMKS/1. DATE LAST FLOWN (JULIAN).

2. TOTAL NMCS/PMCS REQUISITIONS OUTSTANDING AGAINST THIS BUNO.

3. PACING MATERIAL REQUIREMENTS AGAINST THIS BUNO (UIC APPLIES).

DOC NBR	QTY	NIIN-P/N	NOMENCLATURE	LATEST STATUS
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4. PARTS REQUESTED TO BE CANNIBALIZED FOR THIS BUNO.

DOC NBR	QTY	NIIN-P/N	NOMENCLATURE	LATEST STATUS
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5. A "RETURN TO FLIGHT STATUS" NARRATIVE WITH JUSTIFICATION FOR CANNIBALIZATION AND EXPLANATION OF LOGISTICS EFFORTS EXPANDED TO OBTAIN "PACING MATERIAL." INCLUDE BUNO OF AIRCRAFT FROM WHICH CANNIBALIZED PART IS DESIRED AND PLAN FOR RETURNING THE SUBJECT AIRCRAFT TO MC/FMC STATUS IF PARTS TO BE CANNIBALIZED WILL NOT BY THEMSELVES DO SO.//

Enclosure (1)

CANNIBALIZATION REQUEST FORMAT FOR AIRCRAFT IN SDLM/PMI

From: MARINE AVIATION LOGISTICS SQUADRON__//CO/AMO/ASO//

To: CG SECOND MAW//ALD-B/C//

INFO: MAG__//ADJ/S3//
REPORTING CUSTODIAN//CO/S3/AMO//

UNCLAS //N05442//

Subj/CANNIBALIZATION REQUEST FOR (T/M/S) BUNO _____//

REF/A/DOC/WGO 5442.8//

REF/B/INSERT REF THAT PROVIDED INFORMATION THAT SDLM/PMI PART IS POTENTIALLY AVAILABLE//

RMKS/1. DATE LAST FLOWN (JULIAN).

2. TOTAL NMCS/PMCS REQUISITIONS OUTSTANDING AGAINST THIS BUNO.

3. PACING MATERIAL REQUIREMENTS AGAINST THIS BUNO (UIC APPLIES).

DOC NBR	QTY	NIIN-P/N	NOMENCLATURE	LATEST STATUS
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NOTE: INSERT APPROPRIATE FIXED WING/ROTARY WING LOGISTICS SUPPORT OFFICER AND CLASS DESK CODES AS APPLICABLE.//