

Aircraft/Equipment Cannibalization Certificate

Certificate

Serial Number: Sqn/Unit/Flt: Date:

Part A. (To be completed by the Originator - See Sheet 3 IFU, Paragraph 2)

The Supply solution does not meet the current Operational/Engineering requirements and therefore it is necessary to apply the cannibalization option.

Item Identification.

NATO or Section Reference Number	
Part Number	
Topic 3 Reference	
Description	
Spare required for operation/engineering reasons by:	

Receiving Aircraft/Equipment Details.

Aircraft Tail/Equipment Serial Number	
Maintenance Work Order Number	

Demand Information.

In liaison with unit Supply staff (PPC/RMF etc), the following Demand information and Cannibalization Code has been sought:

Demand Number		<p align="center">Cannibalization Code</p> <input type="text"/> <p>Name:</p> <p>Tel No:(Paragraph 2 c refers)</p>
Priority		
Delivery Forecast (Day/Month/Year)		
Date Demand Placed		
Inventory Code		
NATO or Section Reference Number (if different from above)		

Cannibalization Authorization.

Authority to Cannibalize the item identified above, from Aircraft/Equipment serial number has been agreed by the relevant authority, (ie Eng Ops), who have issued a Cannibalization Certificate serial number, which has been annotated above.

Rank/Grade: _____ Name: _____ Signature: _____

PART B. (To be completed by Supervisor of the Cannibalization task - See Sheet 3 IFU, Paragraph 4)

Donor Item Details.

NATO or Section Reference Number	
Equipment/Part Serial Number	
Maintenance Work Order Number	

Action:

- Sheet 2 and 3 despatched to Supply organisation and Cannibalization authority. ✓
- Sheet 1 attached to Donor Aircraft/Equipment documentation. ✓

Rank/Grade: _____ Name: _____ Signature: _____

NOA: Supply organization is to ensure that all demand progression details are amended accordingly when the Cannibalization has been completed.

Instructions for Use

Guidance for completion - to be completed for all instances of Cannibalization

1. The MOD Form 746D, Aircraft/Equipment Cannibalization Certificate is used to provide information to allow effective control and reporting of Cannibalization. Details governing the Cannibalization procedure, including minimum authorization levels, are contained in the MAM-P Chap 4.11.

2. **Part A** is to be completed in full by the originator of the Cannibalization task, before Cannibalization is undertaken. In liaison with the unit Supply organisation ie Priority Progression Cell (PPC)/Repairable Management Flight (RMF), Royal Logistics Corp (RLC), Stores Accountant (SA) and the Cannibalization authority, the following information is to be provided:

- a. **Item Identification.** Required to provide the Supply organisation, the necessary information to correctly identify the item required in order to place a demand.
- b. **Receiving Aircraft/Equipment Details.** Information relating to the receiving Aircraft/Equipment.
- c. **Demand Information and Cannibalization Code.** This information is to be specified by the responsible Supply organisation at the time of placing the demand. Name and contact details are to be annotated accordingly.
- d. **Cannibalization Certificate Serial Number and Donor Aircraft/Equipment Serial Number.** This information is provided by the person, so authorized by the authority level 'K', ie Eng Ops Controller.

3. **Items of Equipment 'Asset Managed' by Front Line Commands (FLCs).** For items of equipment which are identified and 'Asset Managed' by a higher command, ie Repairable Management Team (RMT), authorization may be granted to unit Supply personnel to co-ordinate and manage these items on behalf of the FLCs. The allocation of a unique Cannibalization serial number prefixed, for example 'RMT', is to be entered on the Cannibalization Certificate and completed as above.

4. **Part B** is to be completed by the Supervisor of the Cannibalization task and is a record of the donor item details. Additionally the Supervisor is to ensure that a copy of the completed Cannibalization Certificate is forwarded to the Supply organisation, the Cannibalization authority. The original Cannibalization Certificate is to be attached to the Donor Aircraft/Equipment documentation.

Cannibalization Codes	
Code	Definition
A	Net inability.
B	Diversion Order.
C1	Direct Exchange.
C2	R3 or R4 Repair problem.
D1	Stock not available - Local Circumstances.
D2	Stock not available - Assets could not be made available within acceptable timescales.
D3	Stock not available - Assets available from off units within standard pipeline times but outside Ops/Eng times.
E	Stock available from off units but outside standard pipeline times.
F	Lack of piece part spares holding - up to R2.
G1	Repair delay due to : Lack of Workforce.
G2	Repair delay due to : Lack of Test Equipment.
G3	Repair delay due to : Lack of Facilities.
G4	Unable to repair assets within acceptable timescales.
H1	No turn round spares.
H2	Turn round spares considered inadequate.
J	Turn round spares holding below scale.
K	Item required for fly-away pack/detachment.
L	Required for return to works pool.
M	Other reasons.
N	Required for Multi-National Aircraft.
P	Unserviceable asset which is neither R2, R3 nor R4.
Q	Contractor logistics support managed item.