BY ORDER OF THE COMMANDER
WARNER ROBINS AIR LOGISTICS COMPLEX

WARNER ROBINS AIR LOGISTICS COMPLEX INSTRUCTION 21-119

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Maintenance

ROB-BACK AND CANNIBALIZATION

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements tasks required by Air Force Materiel Command Instruction (AFMCI) Air Force Sustainment Center Supplement (AFSCSUP) 21-100, Volume 1, *Depot Maintenance Principles*; AFMCI 21-100V2_AFSCSUP, *Depot Maintenance Production*; AFMCI 21-100V3_AFSCSUP, *Depot Maintenance Production Support*; Department of the Air Force Manual (DAFMAN) 23-300, *Materiel Management Procedures, and* Technical Order (TO) 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*. It provides guidance for Warner Robins Air Logistics Complex (WR-ALC) personnel but excludes 402 Electronics Maintenance Group. This instruction defines responsibility in controlling the rob-back and cannibalization of aircraft parts. It describes responsibilities for programmed depot maintenance (PDM) cannibalizations completed to support the Complex (also known as rob-backs) and field cannibalizations completed to support the field. Report errors, suggest revisions, and recommend corrective action about this publication to the office of primary responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Product*. This publication may be supplemented at any level, but all direct supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Requests for waivers must come through the chain of command from the commander or civilian director of the maintenance groups (MXG) or staff office seeking relief from compliance. Waiver requests will be submitted using DAF Form 679, *Department of the Air Force Publication Compliance Item Waiver Request/Approval*, or via electronic mail or memorandum if the form is not available. Waiver requests must be submitted to the OPR; waiver authority has not been delegated. This publication is exempt from tiering pursuant to DAFMAN 90-161, *Publishing Processes and*

Procedures. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed of IAW the Air Force (AF) Records Information Management System Records Disposition Schedule **https://www.my.af.mil/afrims/afrims/afrims/rds/rds_series.cfm**. See **Attachment 1**, *Glossary of References and Supporting Information*. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the AF.

SUMMARY OF CHANGES

All references to production support technicians were changed to production controllers/production support technicians (PST) and revisions were made to references in **Attachment 1**, *Glossary of References and Supporting Information*, throughout the publication.

1. General. A rob-back is a cannibalization action that is defined by AFMCI 21-100V3 _AFSCSUP as the removal of an assembly, subassembly, or component from an end item inducted for maintenance and placed on another end item. Rob-backs are internal to maintenance and do not generate revenue to offset the cost of performing the action. A cannibalization action is defined as the authorized removal of a specific assembly, subassembly, or part from one weapon system, support system, or equipment end item for installation on another end item to satisfy an existing supply requisition and to meet priority mission requirements with an obligation to replace the removed item. Rob-back and cannibalization actions are considered workaround processes that are utilized solely to bridge supply system gaps in providing parts. They are inefficient and drive up the total cost of depot maintenance. The intent of this policy is to ensure that accounting is recorded for all required cannibalization actions necessary to satisfy operational needs. Cannibalization is one of the last methods for satisfying the part requirement and is meant to be a temporary fix and not a normal process/practice.

2. Responsibilities for Rob-Back Transactions.

2.1. **Approval of Rob-Back Action:**

2.1.1. Approval for rob-back of inducted items is within the authority of 402d Maintenance Group Commander (402 MXG/CC) or designee. **Note:** Bargaining unit employee (BUE) mechanics cannot authorize rob-backs or cannibalizations.

2.1.2. 402 MXG/CC or designee will approve all rob-back actions prior to parts being removed from any PDM inducted asset. **Note:** C-17 rob-back actions are approved by the Boeing Company (see **paragraph 4**.).

2.2. **Mechanics will:**

2.2.1. Determine need for part.

2.2.2. Research technical data for part number (P/N).

2.2.3. Complete Air Force Sustainment Center (AFSC) Form 95, *Issue Request*, or equivalent with the following information: P/N, nomenclature (noun), TO reference, figure, index, operation number in operation facility number, and work unit code (WUC),

how malfunctioned (HOW MAL) code, and skill code in block F. This information will be provided to the production controller/PST.

2.2.4. Not perform any maintenance action until the WR-ALC Form 21, *Rob-back Checklist*, is officially approved and AFSC Form 173, *Manpower Data System/Project Operation Assignment,* is issued.

2.2.5. Remove part from donor aircraft and install on the gaining aircraft (rob-back transaction).

2.2.5.1. If the part being replaced is an exchangeable asset, complete/attach condition code tags and Air Force Technical Order (AFTO) Form 350, *Reparable Item Processing Tag*, to asset then provide part to the production controller. If the exchangeable asset is "Q" condition, initiate a Product Quality Deficiency Report IAW TO 00-35D-54 and notify production controller/PST that a replacement will be required IAW Warner Robins Air Logistics Complex Instruction (WR-ALCI) 23-101, *Due-in From Maintenance/Due-out to Maintenance*.

2.3. **Gaining Production Controller will:**

2.3.1. Check the supply system for status of requested part.

2.3.1.1. Use Naval Industrial Material Management System (NIMMS) screen MN090P to check for material available in the Pseudo Shop Service Center, also known as the Y-Store.

2.3.1.2. Use Warehouse Management System (WMS) (formerly Distribution Standard System (DSS)) and FedMall to check all Defense Logistics Agency (DLA) locations for asset balance.

2.3.1.3. Use Wholesale and Retail Receiving/Shipping System (also known as D035K) NSMC screen to check for serviceable balances for non-DLA supply items. **Note:** If the asset is available on base, rob-back process stops. Assistance shall be requested from DLA Weapon Support or DLA Distribution to have part deliveries expedited. If expedited delivery will not meet need due to flying schedules, proceed with rob-back process.

2.3.1.4. Use D035K/RINA screen for national stock number (NSN) history of material releases.

2.3.2. Ensure a document identifier DGA /DGR serviceable back-order document number for the gaining aircraft job order number (JON) is on order in D035K using the RINF screen and ensure a due-in is on order using the RING screen.

2.3.3. Using the mission impaired capability awaiting parts (MICAP) worksheet (template provided by DLA Weapon Support MICAP clerks), notify DLA Customer Support Specialist (CSS) of backorder estimated delivery date (EDD) status that is beyond required delivery date (RDD) to have part upgraded to MICAP status.

2.3.4. When provided information that a part shortage will negatively impact the critical path of the aircraft based on the EDD, complete all production controller/PST portions of the WR-ALC Form 21 and return to the gaining aircraft logistics specialist (ALS).

2.3.5. When completed WR-ALC Form 21 is signed by 402 MXG/CC or designee and received from ALS, notify the donor production controller.

2.3.6. Process rob-back transaction in NIMMS on the MN026P screen to roll the JON and operation number on the backorder from the gaining aircraft to the donor aircraft. This transaction allows for transfer of material due to record requirements by changing the material due to record JON/shop from a donor JON/shop to a receiving/gaining JON/shop and creating financial records charging the receiving/gaining JON and crediting the donor JON. Upon processing all system updates, the production controller will sign WR-ALC Form 21 in block 27.

2.3.7. Provide a copy of the finalized WR-ALC Form 21 to gaining ALS, donor ALS, donor production controller/PST, DLA CSS, planner, and master scheduler. **Note**: For groups that have designated a cannibalization monitor, forward a copy to them also.

2.3.8. Ensure mechanic turns in part as a one-for-one exchange if it is an exchangeable asset IAW WR-ALCI 23-101.

2.4. **Gaining ALS will:**

2.4.1. Determine if the MICAP EDD will support the current maintenance schedule and, if not, review what (if any) rob-back options exist. If MICAP EDD is not available, use backorder RDD.

2.4.2. Coordinate with the master scheduler to determine the “donor” aircraft. The approval authority must approve the rob-back action and sign the WR-ALC Form 21 approval authority signature block.

2.4.3. Be responsible for the process to include the initiation, management, and completion of the WR-ALC Form 21.

2.4.4. Provide the following information on the WR-ALC Form 21: Mechanic’s name, P/N, noun, TO reference, serial number, WUC, HOW MAL code, "recommended" donor aircraft number/JON and operation number. Ensure gaining production controller/PST completes all production controller portions of the WR-ALC Form 21.

2.4.5. Ensure the required part is in backorder status and is established using the correct planned or unplanned operation number. **Note:** If part is in being moved status, cannibalization/rob-back will not be processed through NIMMS; however, the ALS must prepare the WR-ALC Form 21.

2.4.6. Ensure proper transfer of the AFTO Form 95, *Significant Historical Data*, for all items requiring rob-back transaction.

2.4.7. Submit maintenance work request (MWR) in the Enterprise Management Information System (EMIS) Information Technology (IT) Application Suite through the MWR application. The MWR will produce AFSC Form 173 and flow the MWR information to the Role- Oriented Consolidated Information Tool (ROCIT)/Program Depot Maintenance Scheduling System Plus (PDMSS+) application.

2.4.8. Sign and date the WR-ALC Form 21 and provide a copy of approved WR-ALC Form 21 to gaining production controller/PST.

2.4.9. Review the WR-ALC Form 21 to ensure completion of all rob-back actions. Provide a copy to the applicable squadron records office, when rob-back has completed the approval process.

2.4.9.1. Records will update applicable maintenance information system (MIS) or perform manual documentation when MIS is not available to maintain configuration management of both aircraft.

2.4.10. Send e-mail to the planner containing notification that ALS has initiated a rob-back action in MWR.

2.5. **Cannibalization Monitor.** Each Production Support Flight (formerly Weapon System Support Center) may designate, in writing, a cannibalization monitor or monitors to oversee and coordinate cannibalization actions.

2.5.1. Verify all parts of the WR-ALC Form 21 are completed in its entirety for all rob-back actions.

2.6. **Planner will:**

2.6.1. Upon notification that ALS has initiated a rob-back action in MWR, review WUC and HOW MAL code for accuracy. The planners will choose "cannibalization" when completing work category description. **Note:** Computer-generated AFSC Form 173 cards will be generated through MWR in ROCIT/PDMSS+. An installation card will go to the gaining aircraft along with an installation and removal card will go to the donor aircraft.

2.6.2. Determine the total labor hours cost for removal and installation on the donor aircraft and enter it on the WR-ALC Form 21. An AFSC Form 173 should be generated to create a .1 card for time since no revenue is generated for a rob-back.

2.7. **Donor Production Controller/ALS will:**

2.7.1. Notify donor ALS when the part has been removed from aircraft.

2.7.2. Downgrade the MICAP if EDD meets critical path need date for the donor aircraft.

2.7.3. Maintain a copy of the WR-ALC Form 21 provided by gaining production controller/PST. The WR-ALC Form 21 will be maintained for one year.

2.8. **Master Scheduler will:**

2.8.1. Coordinate with production to determine which aircraft will be the donor aircraft. **Note:** When determining "donor" aircraft, consideration will be given to an aircraft that already has the asset stored in a tail number bin (TNB), facilitate other maintenance (FOM) cage, or on the shop floor and is early in the repair cycle.

2.8.2. Notify the Supply Chain Maintenance Group (SCMG) supply planner (formerly known as prime item manager) kit managers and system program office (SPO)/system program managers (SPM) when cannibalization of time compliance technical order (TCTO) kit parts is required to meet specific end item production schedules.

3. Responsibilities for Field Cannibalization Transactions. The appropriate supply planner and/or SPO/SPM must authorize and pay for cannibalization actions (i.e., field cannibalizations). AFSC Form 206, *Temporary Work Request*, is the method of funding field cannibalization actions.

All field cannibalization requests will be processed through the Warner Robins Air Logistics Complex Workload Element (WR-ALC/OBWB) to the applicable production group.

3.1. **Approval for Cannibalization Action:**

3.1.1. Approval for field cannibalizations from inducted aircraft is within the authority of the responsible program manager/director or designee. **Note:** BUE mechanics cannot authorize rob-backs or cannibalizations.

3.1.2. The responsible program manager/director or designee after reviewing information received from the affected squadron(s) of 402d Aircraft Maintenance Group (402 AMXG) will either approve or disapprove all field cannibalization requests prior to parts being removed from any PDM inducted asset. **Note:** The fly date of the aircraft requiring the field cannibalization will determine the urgency and when removal and shipping of assets must occur. In most cases, having all steps completed within 24 hours will ensure meeting any, but the most urgent, fly date (i.e., fly date is within 2 days). In cases of fly date within 2 days, same day or overnight delivery may be required.

3.2. **Master Scheduler will:**

3.2.1. Upon receipt of e-mail request for an impact statement from responsible program manager/director, or designee, through WR-ALC/OBWB and the 402d Aircraft Maintenance Group Work Loading Office (402 AMXG/MXDSR), for a field cannibalization, gather all information requested and respond to request.

3.2.2. Upon receipt of approval for field cannibalization from the responsible program manager/director, or designee, through WR-ALC/OBWB and 402 AMXG/MXSDSR, coordinate with production to determine which aircraft will be the donor. **Note:** When determining "donor" aircraft, consideration will be given to an aircraft that already has the asset stored in a TNB, FOM cage, or on the shop floor, and is early in the repair cycle.

3.2.3. Notify supply planner kit managers and SPO/SPMs when cannibalization of TCTO kit parts is required to meet specific end item production schedules.

3.2.4. Initiate WR-ALC Form 24, *Cannibalization Checklist (Field CANNs)*, and complete blocks 1-9. Sign the checklist and turn over to donor ALS.

3.3. **ALS/Production Controller will:**

3.3.1. Be responsible for the process to include the management of the WR-ALC Form 24 upon receipt of the initial checklist from the master scheduler.

3.3.2. Ensure proper transfer of the AFTO Form 95, *Significant Historical Data*, for all items requiring this transaction. Sign and date WR-ALC Form 24.

3.3.3. Submit MWR in the EMIS IT Application Suite through the MWR application. The MWR will produce the AFSC Form 173 and flow the MWR information to the ROCIT/PDMSS+ application.

3.3.4. Take a copy of the completed WR-ALC Form 24 or print out of cannibalization entry screen from MWR input to donor production controller and DLA CSS.

3.3.5. Review the WR-ALC Form 24 to ensure completion of all cannibalization actions. Provide a copy to the applicable squadron records office when cannibalization has completed the approval process.

3.3.5.1. Records will update applicable MIS or manual documentation to maintain configuration management of both aircraft. **Note:** AFSC Form 173 cards will be generated through MWR in ROCIT/PDMSS+. Both a removal and installation AFSC Form 173 must be approved before part removal/installation from donor aircraft. For tracking purposes only, all field cannibalizations will be accounted for on an AFSC Form 206. Actual cost and hours shall be entered by planner to capture true cost and hours, and the info only block and field cannibalization block marked in the MWR.

3.3.5.2. Provide a copy of completed WR-ALC Form 24 to master scheduler.

3.4. **Mechanic will:**

3.4.1. Remove part from the donor aircraft, attach two copies of Department of Defense (DD) Form 1576, *Test Modification Tag - Materiel*/1576-1, *Test Modification Label – Materiel*, indicating condition code as "D," and deliver asset to production controller or advise the production controller of location of asset if expediter assistance is required.

3.5. **Planner will:**

3.5.1. Review the WR-ALC Form 24 or print out of cannibalization entry screen from MWR input for correct WUC and HOW MAL code for correctness. Choose "cannibalization" when completing work category description.

3.5.2. Determine the total labor hours cost for removal and installation on the donor aircraft and enter it on the WR-ALC Form 24.

3.5.3. Maintain AFSC Form 206 generated due to field cannibalization actions.

3.6. **Production Controller/ALS will:**

3.6.1. Work with DLA Weapon Support CSS to ensure L Manager Review code on NSN in D035A.

3.6.2. Process turn-in through automated bill of material, attach stuffer to asset, and work with expediters for movement of asset to DLA Distribution.

3.6.3. Monitor turn-in document number until posted in WMS. Once posted in WMS, have DLA Weapon Support CSS to contact SCMG supply planner to release assets to field requisition.

3.6.4. Order replacement asset. **Note:** If Due In-From Maintenance (DIFM) asset, use turn-in document to order replacement asset. This ensures DIFM details are linked together.

3.6.5. The donor production controller will complete blocks 13 and 14 on WR-ALC Form 24, sign the checklist, and turn processed checklist over to donor ALS.

4. C-17 Aircraft Squadron.

4.1. All cannibalization actions will be requested using the Boeing Cannibalization Form X39510 and per 1/A Agreement 1A-14F217, the Boeing Company is the approving authority.

DAVID S. MILLER, Brigadier General, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 33-322 *Records Management and Information Governance Program*, 23 March 2020

AFMCI 21-100V1_AFSCSUP, *Depot Maintenance Principles,* 23 July 2025

AFMCI 21-100V2_AFSCSUP, *Depot Maintenance Production,* 22 July 2025

AFMCI 21-100V3_AFSCSUP, *Depot Maintenance Production Support,* 22 July 2025

DAFMAN 23-300, *Materiel Management Procedures,* 22 July 2025

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*, 26 September 2022

WR-ALCI 23-101, *Due-in From Maintenance/Due-out to Maintenance,* 20 June 2023

Prescribed Forms

WR-ALC Form 21, *Rob-Back Checklist*

WR-ALC Form 24, *Cannibalization Checklist (Field CANNs)*

Adopted Forms

AFSC Form 95, *Issue Request*

AFSC Form 173, *Manpower Data System/Project Operation Assignment*

AFSC Form 206, *Temporary Work Request*

AFTO Form 95, *Significant Historical Data*

AFTO Form 350, *Reparable Item Processing Tag*

DAF Form 679, *Department of the Air Force Publication Compliance Item Waiver Request/Approval*

DAF Form 847, *Recommendation for Change of Product*

DD Form 1576*, Test/Modification Tag -Materiel*

DD Form 1576-1*, Test/Modification Label - Materiel*

X39510*, Boeing Cannibalization Form*

Abbreviations and Acronyms

AF—Air Force

AFI—Air Force Instruction

AFMCI—Air Force Materiel Command Instruction

AFTO—Air Force Technical Order

ALS—Aircraft Logistics Specialist (also known as Scheduler or Production Controller)

BUE—Bargaining Unit Employee

CC—Commander

CSS—Customer Support Specialist (formerly known as Retail Item Manager)

DAFMAN—Department of the Air Force Manual

DD/DoD—Department of Defense

DIFM—Due In-From Maintenance

DLA—Defense Logistics Agency

DSS—Distribution Standard System

EDD—Estimated Delivery Date

EMIS—Enterprise Management Information System

FOM—Facilitate Other Maintenance

HOW MAL—How Malfunctioned

IAW—In Accordance With

IT—Information Technology

JON—Job Order Number

MICAP—Mission Impaired Capability Awaiting Parts

MIS—Maintenance Information System

MWR—Maintenance Work Request

MXG—Maintenance Group

NIMMS—Naval Industrial Material Management System

NSN—National Stock Number

OPR—Office of Primary Responsibility

PDM—Programmed Depot Maintenance

PDMSS+—Programmed Depot Maintenance Scheduling System Plus

P/N—Part Number

PST—Production Support Technician

RDD—Required Delivery Date

ROCIT—Role Oriented Consolidated Information Tool

SCMG—Supply Chain Maintenance Group

SPM—System Program Manager

SPO—System Program Office

TCTO—Time Compliance Technical Order

TNB—Tail Number Bin

TO—Technical Order

WMS—Warehouse Management System

WR-ALC—Warner Robins Air Logistics Complex

WR-ALCI—Warner Robins Air Logistics Complex Instruction

WR-ALC/OBWB—Warner Robins Air Logistics Complex Workload Element

WR-ALC/OBWC—Warner Robins Air Logistics Complex Supportability Element

WUC—Work Unit Code

402 AMXG—402d Aircraft Maintenance Group

Terms

D035A—A supply information system used by wholesale inventory personnel (also known as SCMG supply planners – formerly known as prime materiel manager/item manager) to file, maintain, and track order status of wholesale transactions.

D035K—A supply information system used by retail inventory personnel (also known as CSS) to file, maintain, and track order status of retail transactions.

D035K/RINA—Retail transaction history inquiry used for checking document history.

D035K/RINF—Backorder detail inquiry used for checking status of maintenance due-out requirements.

D035K/RING—Due-in detail inquiry screen used for checking status of depot due-in requisition.

Warehouse Management System—DLA system used to process requisitions; accommodates both wholesale and retail management.

FedMall—Web-based on-line ordering platform similar to sites like Amazon.com and eBay.com meant to provide a full-service e-commerce site to find and acquire off-the-shelf, finished goods and services from the commercial marketplace and government sources for joint warfighters, the military services, DoD, other federal agencies, and international partners in order to optimize the effectiveness and efficiency of the DoD supply chain.

NIMMS/MN026P—Rob-back transaction screen is used to roll the backorder from the gaining aircraft to the losing aircraft.

NIMMS/MN090P—The title of the MN090P screen in the NIMMS system. MN090P store material record inquiry by national item identification number screen is used to check for material availability of items in the Pseudo Shop Service Center (also known as Y-Store).