



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, DC 20350-2000

OPNAVINST 4440.19F  
N4  
5 Jun 2012

OPNAV INSTRUCTION 4440.19F

From: Chief of Naval Operations

Subj: POLICIES AND PRIORITY RULES FOR CANNIBALIZATION OF  
OPERATIONAL EQUIPMENT AND DIVERSION OF MATERIAL AT  
CONTRACTOR PLANTS TO MEET URGENT OPERATIONAL REQUIREMENTS

Ref: (a) OPNAVINST 4614.1G  
(b) OPNAVINST 4790.2J

Encl: (1) Sample Monthly Cannibalization Report

1. Purpose. To issue uniform policies, procedures, and responsibilities for meeting urgent operational requirements by:

a. Cannibalization of equipment which is in operational use or in storage within the supply system, or in inactive fleet units.

b. Diversion of material at contractor's plants intended for the new construction, depot repair, or overhaul of a ship or aircraft.

2. Cancellation. OPNAVINST 4440.19E.

3. Scope. This instruction is Navywide in scope and applies to all equipment, components, assemblies, and items contained therein, as well as all organizations involved with the operation and support of Navy and Marine Corps aircraft. This instruction directs all levels of command to actively pursue appropriate courses to properly manage cannibalizations and diversions.

4. Definitions

a. Cannibalization. The removal of serviceable material or components from installed equipment for installation in other equipment to restore the latter to an operational condition.

b. Crossdeck. The transfer of authorized allowance material from one unit to another in order to satisfy an outstanding requirement on another unit.

c. Diversion. The removal of an item of government furnished material (GFM) or contractor furnished material positioned at a contractor's plant incident to a production contract for new construction, depot repair, or overhaul.

## 5. Policy

a. This instruction directs all levels of command to actively pursue appropriate courses of action to properly manage cannibalizations and diversions within their areas of purview.

b. Cannibalization or diversion actions should not be confused with a crossdecking action. Crossdecking is related to material in inventory, while cannibalizations and diversions are related to material either installed, or intended to be installed, in equipments. Crossdecking actions are governed by the Naval Supply Systems Command (NAVSUPSYSCOM) Publication 485 and type commander (TYCOM) supply instructions and are not addressed by this instruction.

c. Though the diversion of GFM from a contractor's custody could have unforeseen impacts, any diversion of GFM is the purview of the individual program executive offices (PEOs). Diversion actions are governed by the hardware system commands and PEOs.

d. Cannibalization or diversion actions shall not be used, unless a significant degraded readiness condition has been reported, all possible actions have been taken to satisfy the material requirement, and the impact on maintenance personnel has been considered.

e. Cannibalizations between active fleet units shall not be a normal peacetime practice and will be considered an acceptable option only after all other logistics support alternatives have been exhausted. Cannibalization actions between fleet units will be controlled at the air wing, type wing, or TYCOM level.

f. Cannibalization or diversion of material from U.S. programs to fulfill requirements generated by foreign governments shall be effected only when: (1) U.S. forces will not be adversely impacted; and (2) full costs of the cannibalization action, including possible late claims in production contracts, will be borne by the foreign government.

g. It is incumbent on Naval Sea Systems Command (NAVSEASYSKOM), Naval Air Systems Command (NAVAIRSYSKOM), Space and Naval Warfare Systems Command (SPAWARSYSKOM), and or PEOs to monitor cannibalization rates and to implement cost effective solutions for those systems that degrade readiness or significantly impact maintenance manhours.

## 6. Procedures

### a. General

(1) TYCOMs are responsible for developing and implementing policy and procedures to ensure cannibalizations are justified and steps are taken to minimize future occurrences.

(2) When the estimated material availability date reflected in supply status is considered unsatisfactory to meet an operational requirement for a fleet unit or a shore activity, the cognizant TYCOM or shore activity shall first attempt to satisfy the requirement through alternative actions, to include, but not limited to, redistribution of storeroom spares from other ships or activities, from locally-available excess stocks, or from local fabrication and procurement. If these actions prove insufficient, system cannibalization or component diversion may be requested by the TYCOM for fleet units or the shore activity that requires the material.

(3) For material under its cognizance, NAVSUPSYSKOM Weapons Systems Support (NAVSUP WSS) shall not authorize a system cannibalization or new production diversion requested by the TYCOM or shore activity until investigation has determined that all alternative sources of assets have been exhausted.

(4) Consistent with requisition issue priority designators (IPDs) and force and activity designators (FADs)

explained in reference (a), when competition exists for the same asset, the following order of priority will be used for cannibalization or diversion of new production material:

(a) Material required by U.S. Navy and naval aviation combat forces, combat ready forces, and those direct combat support forces deployed outside of the continental United States (CONUS) on an IPD 01 requisition.

(b) Material required by U.S. Navy and naval aviation combat forces, combat ready forces, and those direct combat support forces deployed outside of CONUS on an IPD 02 requisition.

(c) Material required by CONUS activities and units on an IPD 02 or higher requisition, if a production line stoppage will not be caused by the diversion.

(d) Material requirements on IPD 02 or higher requisitions needed within 7 days by a maintenance activity to correct a non-mission capable, supply deficiency.

(e) Material requirements on requisitions with IPD 03 through 06 to satisfy casualty report deficiencies.

(f) Other end use material requirements on requisitions with IPD 02 through 08.

(5) When necessary, cannibalization actions among equals within FADs or from higher FADs may be negotiated within or between TYCOMs.

(6) TYCOM representatives shall work with the NAVSEASYSKOM, NAVAIRSYSKOM, SPAWARYSKOM, and PEOs to identify systems where readiness concerns drive high cannibalization rates or increased maintenance manhours. TYCOMs should prioritize NAVSEASYSKOM, NAVAIRSYSKOM, and SPAWARYSKOM efforts, when necessary.

b. Aviation Cannibalizations

(1) TYCOMs shall issue cannibalization procedures to ensure cannibalizations are justified and steps are taken to

minimize future occurrences, as well as monitor cannibalizations between squadrons assigned to different operational commands (i.e., cannibalizing non-deployed planes to support deployed aircraft).

(2) Carrier air wing commanders shall issue intra-squadron cannibalization procedures and monitor cannibalization rates between squadrons assigned to the air wing.

(3) Ashore type wing commanders shall issue intra-squadron cannibalization procedures and monitor cannibalization rates between squadrons assigned to the type wing.

(4) Squadron commanding officers shall issue cannibalization policies and procedures to control, monitor, and report cannibalization actions between squadron aircraft per reference (b).

c. Cannibalization Reporting

(1) Commander, United States Fleet Forces Command (COMUSFLTFORCOM) shall coordinate with Commander, U.S. Pacific Fleet (COMPACFLT) and NAVAIRSYSCOM to provide a consolidated monthly report for both COMUSFLTFORCOM and COMPACFLT units. This monthly cannibalization report is due to the Office of the Chief of Naval Operations (OPNAV) Logistics Programs and Corporate Operations Division (N41) no later than the 20th of the following month.

(2) Metrics

(a) Aviation. Initially, two metrics shall be reported to track aviation cannibalizations: cannibalizations per 100 flight hours and cannibalizations per 100 sorties during the specified reporting period. The first 12 reports will serve as a transition period where both metrics will be dual-reported. Following this transition period, cannibalizations per 100 sorties shall be reported.

(b) Maritime. The maritime cannibalization metric is average cannibalizations per ship during the specified period.

(c) Cannibalization Reasons (aircraft reporting).

Per reference (b), when an aircraft cannibalization action is requested, the reason for that cannibalization shall be recorded with the appropriate malfunction (MAL) code. These cannibalization reasons shall be reported as the numerical contribution of each reporting category's cannibalization rate, where the total values equal that period's cannibalization rate. The reasons will be reported using the same units as the respective cannibalization rate; for aviation, cannibalizations per 100 flight hours and cannibalizations per 100 sorties. The cannibalization MAL codes are:

1. 812 - Removed for fault isolation or troubleshooting (unit left installed in second aircraft).

2. 813 - Directed by higher authority (above squadron level inter-activity transfer of equipment or item). Note: Use MAL code 801 for mission essential equipment regarding aircraft deconfiguration and reconfiguration only.

3. 814 - Operation launch and turnaround requirements (part not readily available within required time constraints).

4. 815 - Repairable part carried, but not on hand in local supply system.

5. 816 - Repairable part not carried (NC) in local supply system.

6. 817 - Consumable part NC or not in stock (NIS).

7. 818 - Lack of available deck space, support equipment and test equipment for troubleshooting (unit left installed in second aircraft).

(d) Cannibalization Reasons (ship reporting). When a ship cannibalization action is requested, the reason for that cannibalization shall be recorded. These cannibalization reasons shall be reported as the numerical contribution of each cannibalization reason towards each reporting category's cannibalization rate, where the total values equal that period's cannibalization rate. The reasons will be reported using the

same units as the respective cannibalization rate; for ships, average cannibalizations per ship. To ease reporting, the following cannibalization reason codes are assigned:

1. NC1 - Not Carried (operational): part is NC onboard operational unit and is available within the supply system, but estimated delivery date (EDD) does not support required delivery date (RDD).

2. NIS1 - Not In Stock (operational): part is NIS onboard operational unit and is available within the supply system, but EDD does not support RDD.

3. NC2 - Not Carried (not available wholesale): part is NC onboard operational unit and not available in the supply system.

4. NIS2 - Not in Stock (not available wholesale): part is NIS onboard operational unit and not available in the supply system.

5. IM - Intermediate Maintenance: cannibalization was performed to support intermediate level maintenance or repair.

(3) Upper Control Limit (UCL). The UCL for both the aviation and ship metrics is developed by using 20 quarters of cannibalization rate data for each type of aircraft or ship and deriving a mean and standard deviation for the observations. The UCL is established at one standard deviation above the mean of the last 20 observations and will be applied to both monthly and quarterly cannibalization metrics.

(4) Analysis and Comments. Analysis and comments shall be provided for any reporting category where the cannibalization rate exceeds the UCL. All analysis shall include at a minimum:

(a) The specific cause(s) for the increase in cannibalization rate.

(b) The affected units or weapon systems.

(c) The expected duration of the root cause condition(s), if the condition(s) are expected to persist for consecutive reporting periods.

(d) The corrective action(s) being initiated to address the root cause condition(s).

(5) Report Contents. Cannibalization reporting shall follow the format provided in enclosure (1). The report shall be submitted monthly by COMUSFLTFORCOM and will provide monthly and quarterly data as follows:

(a) Monthly Metrics. Cannibalization data for the current and previous 11 months shall be reported, along with analysis and comments where required to explain trends. The data reported in the "monthly" section of the report will follow the aircraft and ship categories specified in enclosure (1).

(b) Quarterly Metrics. Cannibalization data for the current and previous three quarters shall be reported along with analysis and comments where required to explain trends. For the first 2 months of each quarter (i.e., January and February, April and May, etc.), the "current quarter" will reflect the cumulative quarter-to-date data that is available. The data reported in the "quarterly" section of the report will follow the aircraft and ship categories specified in enclosure (1). The quarterly metrics in this report will be used by OPNAV (N41) to generate the Quarterly Cannibalization Report submitted to the Deputy Under Secretary of Defense (Logistics and Material Readiness).

(c) Sample Report. A sample Monthly Cannibalization Report is provided as enclosure (1).

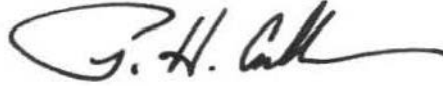
7. Action. COMUSFLTFORCOM, COMPACFLT, NAVAIRSYSCOM, NAVSEASYSYSCOM, SPAWARSYSCOM, and TYCOMs shall issue and or revise procedures as necessary to ensure uniform compliance with this instruction.

8. Records Management. Records created as a result of this instruction, regardless of media or format, shall be managed per Secretary of the Navy Manual 5210.1 of January 2012.



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9. Reports Control. The reporting requirement contained in paragraph 6c has been assigned OPNAV RCS 4440-7.



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Deputy Chief of Naval Operations  
(Fleet Readiness and Logistics)

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SAMPLE MONTHLY CANNIBALIZATION REPORT

4400  
Ser  
19 Dec 11

From: Commander, United States Fleet Forces Command  
To: Director, Logistics Programs and Corporate Operations  
Division (N41), Office of the Chief of Naval  
Operations  
Subj: MONTHLY CANNIBALIZATION REPORT  
Ref: (a) OPNAVINST 4440.19F

1. This report of fleet cannibalizations is submitted as required by reference (a). This report includes 1 year of cannibalization data, broken down by month and quarter, with the most recent month ending 30 November 2011.

2. Aircraft Cannibalization Metrics

a. For aircraft, cannibalizations are tracked using the metrics "Cannibalizations Per 100 Flight Hours" and "Cannibalizations Per 100 Sorties" per month, by aircraft type/model/series (T/M/S). Tables 1 and 2 show the monthly cannibalization rates, and tables 3 and 4 show the reasons for those cannibalizations. Both metrics will be reported through [insert month and year].

b. [Insert analysis and comments to address monthly aircraft cannibalization rate and reason data. Any instances where the cannibalization rate exceeds the upper control limit shall be explained in detail.]

**Aircraft - Monthly Cannibalization Rates (Canns/100 flight hours)**

T/M/S	UCL	Dec 10	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	Oct 11	Nov 11
F/A-18C	8.9	11.6	9.6	8.6	8.7	11.6	9.6	8.6	8.7	11.6	9.6	8.6	8.7
F/A-18D	6.2	31.1	19.0	8.6	6.3	31.1	19.0	8.6	6.3	31.1	19.0	8.6	6.3
F/A-18E	7.9	10.7	6.7	8.9	7.6	10.7	6.7	8.9	7.6	10.7	6.7	8.9	7.6
F/A-18F	9.4	7.9	6.3	7.3	8.2	7.9	6.3	7.3	8.2	7.9	6.3	7.3	8.2
E/A-18G	8.4	10.7	6.7	8.9	7.6	10.7	6.7	8.9	7.6	10.7	6.7	8.9	7.6
EA-6B	10.1	4.3	5.6	10.4	9.2	4.3	5.6	10.4	9.2	4.3	5.6	10.4	9.2
C-2	2.8	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0
E-2C	15.2	8.4	8.8	11.4	14.0	8.4	8.8	11.4	14.0	8.4	8.8	11.4	14.0

E-2D	6.5	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0
H-60B	2.8	1.6	1.7	3.6	2.4	1.6	1.7	3.6	2.4	1.6	1.7	3.6	2.4
H-60F/H	3.6	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0
H-60R	9.2	8.4	8.8	11.4	14.0	8.4	8.8	11.4	14.0	8.4	8.8	11.4	14.0
H-60S	6.5	1.6	1.7	3.6	2.4	1.6	1.7	3.6	2.4	1.6	1.7	3.6	2.4
P-3	4.2	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0
MH-53	9.2	6.4	6.4	6.4	8.2	6.4	6.4	6.4	8.2	6.4	6.4	6.4	8.2

**Table 1 - Monthly Cannibalization Rates for Aircraft**

**Aircraft - Monthly Cannibalization Rates (Canns/100 sorties)**

T/M/S	UCL	Dec 10	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	Oct 11	Nov 11
F/A-18C	3.0	3.9	3.2	2.9	2.9	3.9	3.2	2.9	2.9	3.9	3.2	2.9	2.9
F/A-18D	2.1	10.4	6.3	2.9	2.1	10.4	6.3	2.9	2.1	10.4	6.3	2.9	2.1
F/A-18E	2.6	3.6	2.2	3.0	2.5	3.6	2.2	3.0	2.5	3.6	2.2	3.0	2.5
F/A-18F	3.1	2.6	2.1	2.4	2.7	2.6	2.1	2.4	2.7	2.6	2.1	2.4	2.7
E/A-18G	2.8	3.6	2.2	3.0	2.5	3.6	2.2	3.0	2.5	3.6	2.2	3.0	2.5
EA-6B	3.4	1.4	1.9	3.5	3.1	1.4	1.9	3.5	3.1	1.4	1.9	3.5	3.1
C-2	0.9	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0
E-2C	5.1	2.8	2.9	3.8	4.7	2.8	2.9	3.8	4.7	2.8	2.9	3.8	4.7
E-2D	2.2	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0
H-60B	0.9	0.5	0.6	1.2	0.8	0.5	0.6	1.2	0.8	0.5	0.6	1.2	0.8
H-60F/H	1.2	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0
H-60R	3.1	2.8	2.9	3.8	4.7	2.8	2.9	3.8	4.7	2.8	2.9	3.8	4.7
H-60S	2.2	0.5	0.6	1.2	0.8	0.5	0.6	1.2	0.8	0.5	0.6	1.2	0.8
P-3	1.4	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0
MH-53	3.1	2.1	2.1	2.1	2.7	2.1	2.1	2.1	2.7	2.1	2.1	2.1	2.7

**Table 2 - Monthly Cannibalization Rates for Aircraft**

**Aircraft - Cannibalization Reasons (November 2011 - Canns/100 flight hours)**

T/M/S	812	813	814	815	816	817	818
F/A-18C	0.1	0.0	0.3	4.2	0.1	3.9	0.1
F/A-18D	0.0	0.0	0.2	4.9	0.2	0.8	0.2
F/A-18E	0.0	0.0	0.3	6.5	0.3	0.4	0.1
F/A-18F	0.2	0.1	0.3	5.1	0.2	2.1	0.2
E/A-18G	0.0	0.2	0.4	5.9	0.3	0.8	0.0
EA-6B	0.1	0.1	0.6	5.1	0.2	3.1	0.0
C-2	0.1	0.1	0.2	0.7	0.1	1.8	0.0
E-2C	0.0	0.3	2.8	7.5	0.5	2.8	0.1
E-2D	0.0	0.0	0.3	2.0	0.2	0.4	0.1
H-60B	0.0	0.0	0.2	1.6	0.1	0.5	0.0
H-60F/H	0.2	0.1	0.1	1.7	0.2	0.7	0.0
H-60R	0.3	0.4	3.5	5.2	0.7	3.8	0.1
H-60S	0.0	0.1	0.2	1.1	0.2	0.8	0.0
P-3	0.0	0.0	0.2	2.1	0.3	0.4	0.0
MH-53	0.1	0.2	0.9	3.3	0.4	3.3	0.0

**Table 3 - Cannibalization Reasons for Aircraft**

**Aircraft - Cannibalization Reasons (November 2011 - Canns/100 sorties)**

T/M/S	812	813	814	815	816	817	818
F/A-18C	0.0	0.0	0.1	1.4	0.0	1.3	0.0
F/A-18D	0.0	0.0	0.1	1.6	0.1	0.3	0.1
F/A-18E	0.0	0.0	0.1	2.2	0.1	0.1	0.0
F/A-18F	0.1	0.0	0.1	1.7	0.1	0.7	0.1
E/A-18G	0.0	0.1	0.1	2.0	0.1	0.3	0.0
EA-6B	0.0	0.0	0.2	1.7	0.1	1.0	0.0
C-2	0.0	0.0	0.1	0.2	0.0	0.6	0.0
E-2C	0.0	0.1	0.9	2.5	0.2	0.9	0.0
E-2D	0.0	0.0	0.1	0.7	0.1	0.1	0.0
H-60B	0.0	0.0	0.1	0.5	0.0	0.2	0.0
H-60F/H	0.1	0.0	0.0	0.6	0.1	0.2	0.0
H-60R	0.1	0.1	1.2	1.7	0.2	1.3	0.0
H-60S	0.0	0.0	0.1	0.4	0.1	0.3	0.0
P-3	0.0	0.0	0.1	0.7	0.1	0.1	0.0
MH-53	0.0	0.1	0.3	1.1	0.1	1.1	0.0

**Table 4 - Cannibalization Reasons for Aircraft**

c. Tables 5 and 6 show the quarterly cannibalization rates for aircraft.

d. [Insert analysis and comments to address quarterly aircraft cannibalization rate and reason data. Any instances where the cannibalization rate exceeds the upper control limit shall be explained in detail.]

**Aircraft - Quarterly Cannibalization Rates (Canns/100 flight hours)**

T/M/S	UCL	FY11 Q2	FY11 Q3	FY11 Q4	FY12 Q1*
F/A-18C/D	<b>8.5</b>	9.6	8.6	8.7	<b>9.6</b>
F/A-18E/F	<b>16.3</b>	19.0	8.6	6.3	14.2
E/A-18G	<b>8.1</b>	6.7	8.9	7.6	6.7
EA-6B	<b>6.8</b>	6.3	7.3	8.2	6.3
E-2C/D	<b>9.8</b>	8.8	11.4	14.0	8.8
P-3	<b>2.3</b>	1.7	3.6	<b>2.4</b>	<b>3.2</b>
H-60	<b>2.4</b>	2.0	2.1	3.0	2.0
MH-53	<b>6.6</b>	6.4	6.4	8.2	6.4

**Table 5 - Quarterly Cannibalization Rates for Aircraft**

\* Oct/Nov 2011 data only

**Aircraft - Quarterly Cannibalization Rates (Canns/100 sorties)**

T/M/S	UCL	FY11 Q2	FY11 Q3	FY11 Q4	FY12 Q1*
F/A-18C/D	<b>2.8</b>	3.2	2.9	2.9	<b>3.2</b>
F/A-18E/F	<b>5.4</b>	6.3	2.9	2.1	4.7
E/A-18G	<b>2.7</b>	2.2	3.0	2.5	2.2
EA-6B	<b>2.3</b>	2.1	2.4	2.7	2.1
E-2C/D	<b>3.3</b>	2.9	3.8	4.7	2.9

P-3	<b>0.8</b>	0.6	1.2	<b>0.8</b>	<b>1.1</b>
H-60	<b>0.8</b>	0.7	0.7	1.0	0.7
MH-53	<b>2.2</b>	2.1	2.1	2.7	2.1

**Table 6 - Quarterly Cannibalization Rates for Aircraft**

\* Oct/Nov 2011 data only

### 3. Ship Cannibalization Metrics

a. For ships, cannibalizations are tracked using the average number of cannibalization actions per ship per month in each class of vessel. Tables 7 and 8 show the monthly cannibalization rates and reasons for those cannibalizations.

b. [Insert analysis and comments to address monthly ship cannibalization rate and reason data. Any instances where the cannibalization rate exceeds the upper control limit shall be explained in detail.]

**Ships - Monthly Cannibalization Rates (Canns/ship)**

Category	UCL	Dec 10	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	Oct 11	Nov 11
CVN	<b>0.92</b>	0.36	0.09	0.55	0.55	0.36	0.09	0.55	0.55	0.36	0.09	0.55	0.55
CG	<b>0.33</b>	1.25	0.50	0.75	0.50	1.25	0.50	0.75	0.31	0.20	0.52	0.31	0.23
DDG	<b>0.33</b>	1.29	0.86	0.86	0.64	1.29	0.86	0.86	0.64	1.29	0.86	0.86	<b>0.64</b>
FFG	<b>0.33</b>	0.50	0.75	0.50	1.25	0.50	0.75	0.50	1.25	0.50	0.75	0.50	<b>1.25</b>
LCS-1	<b>0.33</b>	1.19	0.93	1.80	1.21	1.19	0.93	1.80	1.21	1.19	0.93	1.80	<b>1.21</b>
LCS-2	<b>0.33</b>	0.09	0.11	0.13	0.03	0.09	0.11	0.13	0.03	0.09	0.11	0.13	0.03
LHA/LHD	<b>0.24</b>	0.31	0.31	0.20	0.52	0.31	0.31	0.20	0.52	0.31	0.31	0.20	<b>0.52</b>
LPD	<b>0.24</b>	0.31	0.20	0.52	0.31	1.21	1.19	0.93	1.80	1.21	1.19	0.93	0.18
LSD	<b>0.24</b>	0.28	0.43	1.64	1.29	0.28	0.43	1.64	1.29	0.28	0.43	1.64	<b>1.29</b>
SSBN	<b>1.62</b>	1.29	0.86	0.86	0.64	1.29	0.86	0.86	0.64	1.29	0.86	0.86	0.64
SSGN	<b>2.22</b>	0.50	0.75	0.50	1.25	0.50	0.75	0.50	1.25	0.50	0.75	0.50	1.25
SSN (LA)	<b>1.41</b>	1.19	0.93	1.80	1.21	1.19	0.93	1.80	1.21	1.19	0.93	1.80	1.21
SSN (VA)	<b>1.41</b>	0.09	0.11	0.13	0.03	0.09	0.11	0.13	0.03	0.09	0.11	0.13	0.03
SSN (SW)	<b>1.41</b>	0.31	0.31	0.20	0.52	0.31	0.31	0.20	0.52	0.31	0.31	0.20	0.52
MCM	<b>0.89</b>	1.21	1.19	0.93	1.80	1.21	1.19	0.93	0.55	0.55	0.36	0.09	0.27
AS	<b>0.32</b>	0.52	0.31	0.31	0.20	0.52	0.09	0.11	0.13	0.03	0.09	0.11	0.31
Auxiliaries	<b>0.00</b>	0.28	0.43	1.64	1.29	0.28	0.43	1.64	1.29	0.28	0.43	1.64	<b>1.29</b>

**Table 7 - Monthly Cannibalization Rates for Ships**

**Ships - Cannibalization Reasons (November 2011 - Canns/ship)**

Category	NC1	NIS1	NC2	NIS2	IM
CVN	0.16	0.20	0.05	0.06	0.08
CG	0.07	0.06	0.03	0.04	0.03
DDG	0.22	0.13	0.06	0.11	0.12
FFG	0.35	0.26	0.24	0.17	0.23
LCS-1	0.58	0.28	0.14	0.02	0.19
LCS-2	0.02	0.00	0.01	0.00	0.00
LHA/LHD	0.08	0.06	0.14	0.10	0.14
LPD	0.02	0.03	0.04	0.04	0.05

LSD	0.29	0.15	0.52	0.17	0.16
SSBN	0.06	0.29	0.14	0.06	0.09
SSGN	0.35	0.26	0.48	0.16	0.11
SSN(LA)	0.17	0.51	0.23	0.21	0.09
SSN(VA)	0.03	0.00	0.00	0.00	0.00
SSN(SW)	0.11	0.07	0.08	0.13	0.13
MCM	0.06	0.02	0.07	0.08	0.04
AS	0.05	0.07	0.04	0.11	0.04
Auxiliaries	0.31	0.17	0.26	0.35	0.20

**Table 8 - Cannibalization Reasons for Ships**

c. Table 9 shows the quarterly cannibalization rates for ships.

d. [Insert analysis and comments to address quarterly ship cannibalization rate and reason data. Any instances where the cannibalization rate exceeds the upper control limit shall be explained in detail.]

**Ships - Quarterly Cannibalization Rates (Canns/ship)**

Category	UCL	FY11 Q2	FY11 Q3	FY11 Q4	FY12 Q1*
Aircraft Carriers	0.36	0.09	0.55	0.55	0.09
Cruisers	0.26	0.64	0.20	0.52	0.31
Destroyers	0.94	0.86	0.86	0.64	0.86
Frigates	1.07	0.93	1.80	1.21	0.93
Littoral Combat Ships	0.07	0.11	0.13	0.03	0.11
Submarines	0.68	0.75	0.50	1.25	0.75
Amphibs	1.03	0.93	1.80	1.21	0.93
Tenders	0.12	0.11	0.13	0.03	0.11
Auxiliaries	0.18	0.55	0.11	0.13	0.03
Minesweepers	0.51	0.43	1.64	1.29	0.43

**Table 9 - Quarterly Cannibalization Rates for Ships**

\* Oct/Nov 2011 data only

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