

CHAPTER 13

RECLAMATION

A. GENERAL

1. The purpose of this chapter is to implement DoD 4140.1-R, DoD Materiel Management Regulation. It provides uniform policy and procedures for the reclamation of component parts from end items and components as defined in DoD 4140.1-R, when the items are no longer required as complete units by the owning service and, when applicable, other DoD activities. The term end-item as used here includes component reclamation.

2. Reclamation shall be used instead of procurement or repair to obtain assets to meet current requirements when it is timely and economical to do so. Current requirements are those within the Approved Acquisition Objective (AAO).

a. When experience proves that items cannot be obtained from commercial sources, they shall be reclaimed in sufficient quantities to satisfy anticipated requirements as well as current requirements.

b. In determining the items and quantities to be reclaimed, careful consideration must be given to the total quantities of repairable assets already in the inventory. Adequate review is necessary to ensure that facilities, capabilities, and spare parts will be available to restore present assets and anticipated reparables from reclamation to serviceable condition.

3. Monetary value may not be considered a limitation if reclamation will satisfy critical item requirements or if new procurement/production is impractical.

4. The component item manager should not normally reclaim parts known to have high replacement rates during overhaul if the end item from which they would be recovered is unserviceable, nor would parts which normally become unserviceable during removal from the end item be considered for reclamation.

5. All interservice reclamation requirements shall emanate from the managing ICP/IMM.

6. Reclamation of complete aircraft shall normally be accomplished at AMARC, except for crashed/damaged aircraft and small quantities of aircraft to be reclaimed in place because of prohibitive costs of movement to AMARC for inclusion in programmed reclamation efforts. The Air Force Materiel Command (AFMC), through AMARC, shall provide interservice/interagency support for aircraft reclamation as prescribed in the Maintenance and Regeneration ISA between the Military Services, DLA, and USCG. The ISA shall be in compliance with DoD policy as prescribed by this manual.

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7. Upon request of the reclaiming activity, the owning service ICP shall provide all pertinent technical data.

8. Reclamation shall be controlled to ensure that a minimum number of end items are dismantled to obtain the components required.

9. Items scheduled for reclamation shall be controlled at DoD and contractor reclaiming sites and shall be processed for disposal upon completion of the reclamation project. Aircraft at AMARC may be held in a Reclamation Insurance Type (RIT) status indefinitely for use as a source of parts that are not normally stocked (major structural components) and in instances in which they are the only remaining source for out-of-production parts for support of older type aircraft.

10. Components made available from reclamation projects shall be controlled at DoD and contractor reclaiming sites and shall be considered by ICPs/IMMs for offsetting projected buy, budget, and repair needs.

11. ICPs, upon determining a line item requirement for assets available from reclamation, shall ascertain whether interrogation under the reutilization and marketing program (see Chapter 5, Reutilization/Transfer Screening and Issue) or Interservice Supply Support Procedures (ISSP) is required. If an interrogation is appropriate, the activities shall determine the availability of assets from other ICPs, maintaining wholesale stocks, through established ISSPs before the preparation of a save list or MILSTRIP requisition for forwarding to the reclaiming activity.

B. APPLICABILITY. These procedures are applicable to Service reclaiming activities and the ICPs/IMMs that manage the end items and/or applicable component parts.

C. REUTILIZATION SCREENING OF END ITEMS BEFORE RECLAMATION

1. Current requirements for items as a complete unit shall normally be honored over requirements for the component parts. If either of the following conditions exists, reclamation of major components of an end item may be accomplished without subjecting the item to reutilization screening:

a. Components required cannot be obtained from commercial vendor or manufacturer and reclamation is the only source of supply.

b. Critical priority requirements (01-08) exist and a firm commitment has been obtained from the reclaiming activity that reclamation will be completed before delivery from procurement.

2. For additional information, refer to Chapter 4, Property Requiring Special Processing, and Chapter 5, Reutilization/Transfer Screening and Issue.

D. IDENTIFICATION OF INSTALLED AIRCRAFT ENGINES. When notified of an aircraft reclamation project, AMARC shall furnish the owning service a list of all aircraft engines installed on the specific aircraft assigned to the project. The list shall indicate the reclamation project control number; MDS; aircraft serial numbers; date aircraft arrived at AMARC; engine serial number and position; hours since overhaul; number of overhauls and total hours. The owning service shall provide AMARC with pertinent disposition instructions for the engines no later than 30 days before the induction date for the first aircraft. Disposition instructions shall specify whether the engines are to be disposed of with the aircraft or locally reclaimed. The AMARC engine manager shall advise the owning service of the quantity of serviceable shipping devices required whenever engines are to be removed from reclamation aircraft for shipment to another location. The owning service shall take timely action to meet dates established for input of the aircraft into work.

E. TYPES OF RECLAMATION

1. Routine Reclamation. Routine reclamation is initiated to reclaim component parts from end items required to fill established requirements, as stated in paragraph A2, before transfer of the end items to the DRMO.

a. Programmed. Reclamation of excess property in such volume as to warrant a scheduled project to reclaim all known components with requirements as specified above. Interservice interchange of data shall be accomplished as prescribed in paragraph F for all programmed reclamation.

b. Nonprogrammed. Reclamation of small quantities of end items such as crash/damaged aircraft. Nonprogrammed reclamation is directed at the recovery of critical and high unit cost items which are in a buy position. Other items having a lesser monetary value and lower requirements priorities shall be added to the nonprogrammed save lists if the expense of their recovery and all subsequent expenses (transportation, condition inspection, repair, etc.) which may precede their use as serviceable items are warranted by economic considerations and if the capability to accomplish reclamation can be made available at the site. Interservice interchange data is not required and the ICP/IMM need not notify other Services/Agencies of nonprogrammed reclamation projects.

2. Priority Reclamation. Priority reclamation occurs when emergency/urgent requirements or other priority back orders/requirements exist which cannot be satisfied from routine reclamation by the time of need. Requests for priority reclamation shall be submitted by telephone or message in MILSTRIP format (see DoD 4000.25-1-M). These requirements are categorized as follows:

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a. Category A. A requirement to fill the demands of issue priorities 01-08 in the DoD UMMIPS. Category A requirements shall be directed to the reclaiming activity for immediate removal action.

b. Category B. A requirement to fill the demands of issue priority 09-15 in the UMMIPS, or a current year buy or repair requirement. Category B should not be used for the entire quantity on the reclamation project, if routine programmed reclamation will provide shelf stocks in a timely manner.

F. PROCEDURES FOR INTERSERVICE INTERCHANGE OF DATA FOR ITEMS RECLAIMABLE FROM END ITEMS

NOTE: This procedure became effective with the approval of Approved MILSTRIP Change Letter (AMCL) 21, Requisitioning from Reclamation. Implementation of AMCL 21, however, has been suspended. The Joint Logistics Systems Center (JLSC) will consider the establishment of reclamation procedures in the development of the Materiel Management Standard System (MMSS). These procedures are for reference only until the JLSC completes the MMSS.

1. Purpose. The procedures contained in this part are to provide for the interservice interchange of data to promote interservice utilization of materiel reclaimable from end items which are no longer required as complete units by the owning service or, when applicable, DoD.

2. Data Interchange. Data interchange shall be accomplished for all programmed reclamation projects.

3. Notification. Services shall notify other Services/Defense Agencies of scheduled reclamation projects. Services/Agencies shall designate reclamation points of contact (Attachment 3, this chapter). The designee shall further disseminate the reclamation project information within the Services/Agencies. Notification may be by message or letter and shall include:

- a. Project control number
- b. End item (including MDS or other identification) scheduled for reclamation.
- c. Quantity of end item to be reclaimed.
- d. MILSTRAP Supply Condition Code for component item.
- e. Estimated start date of actual reclamation process by quarter and year.
- f. Location of reclaiming activity.

- g. Estimated date JRA transactions will be provided.
- h. Point of contact, office symbol, and telephone number.

4. Criteria for Development of Reclamation Data Interchange Transactions.

a. These instructions are provided for the development of a reclamation referral transaction (Attachment 1) which shall be used by the owning service to advise ICPs/IMMs of component parts potentially available from the programmed reclamation of end items. "JRA" transactions shall be prepared for all master items (of a group of interchangeable or substitutes) and for all items which have no interchangeables or substitutes which indicate an application to the end item to be reclaimed. The owning service ICP may exclude major assemblies for which it has requirements from the process for generating "JRA" transactions.

b. The owning Service shall advise ICPs/IMMs of any changes relative to the quantity of component parts partially communicated by JRA transactions. Quantity increases/decreases, with the exception of total cancellations, shall be communicated by a reclamation modification transaction (DIC JRM), Attachment 1, this chapter. Cancellation of the total quantity available on a previously submitted JRA shall be communicated by a reclamation cancellation transaction (DIC JRC), Attachment 1.

c. At the completion of a programmed reclamation project, the owning Service shall advise ICPs/IMMs of project deletion by the submission of a single reclamation project deletion transaction (DIC JRD), Attachment 2, this chapter, citing the reclamation project control number.

5. Processing of Reclamation Transaction Data

a. The JRA, JRM and JRD transactions shall be transmitted by AUTODIN from the owning service ICP to the ICP/IMM managing the applicable NSN.

b. Transactions shall be submitted by only one location within the owning service for those end items being reclaimed.

c. ICPs/IMMs shall respond to the JRA transactions within 60 days. Each Service/Agency shall determine its own dollar value criteria for selection of items to be requisitioned based on criticality of need. This response shall be by MILSTRIP requisitioning procedures contained in DoD 4000.25-1-M. The requisitions shall be forwarded to the activity identified in record position 60-62 of the JRA.

d. Requirements within the AAO of the owning service shall normally take precedence over the requirements of other activities managing the same component part and shall be satisfied

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first. Any assets not required by the owning service shall be allocated to other managing activities on the basis of urgency or first come, first served.

G. CURRENCY OF RECLAMATION REQUIREMENTS

1. Reclamation requirements shall be periodically reviewed and updated using existing Service Agency requirements determination processes to assure current needs are considered at all times in reclamation projects. Cancellations and new reclamation requisitions shall be prepared and submitted when the requirements determination process has indicated a change in requirements. Failure to change reclamation requirements data in a timely manner may result in the loss of required items or in waste of reclamation resources. When new item requirements have been input to reclamation, the quantity required from the end items in work or completed may be processed by the reclaiming activity as a Category B priority request.

2. ICPs/IMMs shall maintain visibility of assets potentially available from reclamation for the life cycle of each reclamation project. Visibility of such assets shall be initiated upon receipt of JRA referral transactions and updated by JRM modification and JRC cancellation transactions. Upon receipt of a JRD, project deletion transaction, all asset records associated with the cited reclamation project control number shall be deleted.

H. REPORTS. Reclaiming activities shall provide MILSTRIP supply and shipment status, as applicable, for each reclamation requisition processed. Reclaiming activities may also provide reports to Services/Agencies on ongoing reclamation projects.

I. MATERIEL CONDITION CODES. The reclaiming activity shall assign MILSTRAP Supply Condition Code "A," "F," or "R" to the reclaimed asset. Supply Condition Code A is assigned for serviceable materiel and Code F for unserviceable (reparable) materiel. Supply Condition Code R shall be assigned when the reclaiming activity does not have the capability to verify the condition of the reclaimed asset.

J. FUNDING FOR RECLAMATION ACTIONS. The reclaimed parts shall be furnished to the ICP on a nonreimbursable basis. The requisitioning activity shall reimburse the reclaiming activity for the costs of reclamation and transportation in accordance with the applicable ISA.

K. PROCUREMENT ACTIONS. Procurement should not be delayed if assets cannot be reclaimed in a timely and economical manner.

L. RECLAMATION AUTHORIZED AT THE DRMO. Normally, reclamation will be accomplished by a Service Managing ICP/reclaiming activity. Limited reclamation of parts from usable property, such as carburetors from a vehicle, is authorized at the DRMO subject to the following constraints:

1. A separate MILSTRIP requisition is required for each item to be removed.
2. All requisitions going to the DRMO and issues from the DRMO must be prepared and controlled by the accountable officer of the requester in MILSTRIP format.
3. Requests for material within the DRMO shall be limited to those items not available on a timely basis in wholesale system stocks but are needed promptly to meet priority need (UMMIPS priority 01-08).
4. Removal of parts shall be accomplished by the DoD activity requesting the parts to include furnishing all necessary tools and equipment.

M. RECLAMATION PROJECT CONTROL NUMBERS. The owning service shall assign a reclamation project control number consisting of a three digit code.

N. DoD RECLAMATION WORK GROUP (DRWG)

1. HQ AFMC/LGID shall chair a DRWG consisting of members from each Service and DLA.
2. The DRWG shall review reclamation policy and procedures to determine if changes/revisions are required, and make recommended changes to applicable DoD manuals/Service regulations accordingly, as well as to DUSD(L), when appropriate.
3. All aspects of the DoD reclamation program shall be under the purview of the DRWG.

**RECLAMATION REFERRAL TRANSACTION RECORD-JRA*
RECLAMATION MODIFICATION TRANSACTION RECORD-JRM*
RECLAMATION CANCELLATION TRANSACTION RECORD-JRC***

Reference: Chapter 13, Paragraph F4a and b

Record Position	Description
1-3	Document Identifier Code (DIC) - JRA, JRM or JRC
4-6	Routing Identifier Code (RIC) - "To"
7	Media & Status (M&S) - Constant "0"
8-22	National Stock Number (NSN)
23-24	Unit of Issue (U/I)
25-29	Quantity (For JRA and JRM transactions enter potential total quantity available. For JRC transactions enter all zeros.)
30-43	Document Number (Insert "Q" in rp 40, first position of serial number if aircraft or equipment reclaimed at AMARC, or "N" if reclaimed at other activities)
44-49	Transaction Date
50-56	Blank
57-59	Reclamation project control number
60-62	RIC reclaiming activity or owning ICP (requisition addressee)
63-66	Response due date
67-69	RIC - "From"
70-80	JRA-Aircraft MDS, engine MDS, or end item NIIN (optional)

NOTE: JRM and JRCA transactions shall contain entries that are identical to those on the initial JRA except for rp 1-3 (DIC), rp 25-29 (Quantity), and rp 44-49 (Transaction Date)

* - See paragraph F, Procedures for Interservice Exchange of Data for Items Reclaimable From End Items, this chapter, for note regarding use of this procedure.

RECLAMATION PROJECT DELETION TRANSACTION RECORD-JRD*

Reference: Chapter 13, Paragraph F4c

Record Position	Description
1-3	Document Identifier Code (DIC) - JRD
4-6	Routing Identifier Code (RIC) - "To"
7-9	Reclamation project control number
10-12	RIC from
13-19	Termination Date (MM/DD/YY)

* - See paragraph F, Procedures for Interservice Exchange of Data for Items Reclaimable From End Items, this chapter, for note regarding use of this procedure.

**MILITARY SERVICE/DEFENSE AGENCY POINTS OF CONTACT FOR
RECLAMATION OF AIRCRAFT AND END ITEMS**

Reference: Chapter 13, Paragraph N

AIR FORCE (DRWG Chair)

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