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IN REPLY  
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MEMORANDUM FOR: DISTRIBUTION

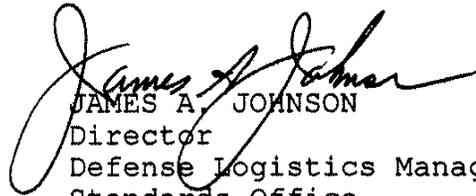
SUBJECT: Approved Defense Logistics Standard Systems/Defense Logistics Management System (DLSS/DLMS) Change 6, Identification of Flight Safety Critical Aircraft Parts (FSCAP) on Shipments to Disposal

The attachment is forwarded as an approved DLSS/DLMS change to the DoD 4000.25-1-M, Military Standard Requisitioning and Issue Procedures (MILSTRIP) and to DoD 4000.25-M, DLMS, Volume 2, Supply, Chapter 5, Requisitioning.

The effective date for this change consists of staggered implementation dates as provided by the Services and Agencies. The authorization to implement incrementally was agreed to by the Services and Agencies during the March 23-27, 1998 Supply Process Review Committee (PRC) Meeting. Assigned implementation dates are as follows:

Defense Logistics Agency	April 1998
Air Force	December 1999
Navy	July 2000
Army	December 2002
All Others	No Impact

Addressees may direct questions to the DLMSO points of contact, Ms. Vermella Saváge, the DoD MILSTRIP System Administrator, on DSN 235-5272 or 703-272-5272 or e-mail: [vermella\\_savage@hq.dla.mil](mailto:vermella_savage@hq.dla.mil) or Ms. Ellen Hilert, the Supply PRC Co-Chair, on DSN 235-5271 or 703-272-5271 or e-mail: [ellen\\_hilert@hq.dla.mil](mailto:ellen_hilert@hq.dla.mil). Others must contact their Service or Agency's designated representative.

  
JAMES A. JOHNSON  
Director  
Defense Logistics Management  
Standards Office

Attachment

DISTRIBUTION:  
DUSD (L/MDM) (Attn: Mr. P. Woodson)  
DLMS Supply PRC  
MILSTRIP Focal Points

**APPROVED DEFENSE LOGISTICS STANDARD SYSTEMS/DEFENSE  
LOGISTICS MANAGEMENT SYSTEM CHANGE 6 (SUPPLY/MILSTRIP)**

**1. ORIGINATOR:**

**a. Service/Agency:** Office of Deputy Secretary of Defense for Logistics (Materiel and Distribution Management).

**b. Originator:** Paul Woodson; ODUSD(Logistics) (Materiel and Distribution Management); 703-697-5981; DSN 227-5981; FAX 703-693-5773; or e-mail: woodsopt@acq.osd.mil.

**2. FUNCTIONAL AREA:** Supply (MILSTRIP).

**3. REQUESTED CHANGE:**

**a. Title:** Identification of Flight Safety Critical Aircraft Parts (FSCAP) on Shipments to Disposal.

**b. Description of Change:** FSCAP shipments must be identified at time of disposal in both clear text and code form.

**c. Procedures:** Revise MILSTRIP Appendix C12, record position 73 and Appendix C46A, Block 27, as follows:

**Appendix C12**

**Screening/Flight  
Safety Critical  
Aircraft Parts**

**73**

**Enter Code "E" to indicate  
Flight Safety Critical Aircraft  
Part-Nuclear Hardened or Code  
"F" to indicate Flight Safety  
Critical Aircraft Part.**

**Appendix C46A**

27

This block may contain additional data including bar coding for internal use. Enter data in this block as required by the shipping activity or the DRMO receiving the material. When data is entered in this block, it will be clearly identified. For hazardous material and waste turn-ins, enter the DoDAAC of the bill-to office, the contract line item number (CLIN) for the item, and the total cost of the disposal.

***"This block will contain both coding and clear-text information to identify Flight Safety Critical Aircraft Parts (FSCAP) shipments to DRMOs using Criticality Code E or F as follows: "FSCAP E - Flight Safety Critical Aircraft Part-Nuclear Hardened" or "FSCAP F - Flight Safety Critical Aircraft Part."***

**4. REASON FOR CHANGE:** The Flight Safety Critical Aircraft Parts (FSCAP) Process Action Team (PAT) came about amid concerns by the DoD and FAA that surplus DoD aircraft parts were being used in the civil aviation market without proper FAA certification after being sold to the public by the Defense Reutilization and Marketing Service (DRMS). The PAT consisted of members from the FAA/Coast Guard, Army, Navy, Air Force, the DLA/DRMS and the Office of the Secretary of Defense (OSD). The purpose was to address issues with the disposal of FSCAPs. The PAT recommended that current provisioning records be updated to identify FSCAPs with the provisioning data reflecting the requirement for FSCAP identification to determine appropriate life cycle documentation. The PAT foresaw the need for a classification and coding structure to be part of the Federal Logistics Information System and universally available. The PAT final report has been approved by the DoD and the FAA.

**5. ADVANTAGES/DISADVANTAGES:** Coding of FSCAP benefits will include improved documentation of surplus parts. Increasing the number of FSCAP with proper documentation will require fewer parts to be mutilated and scrapped. This improved documentation should result in savings to the DoD if these FSCAPs can be sold by DRMOs for installation on civil aircraft. If this is not done then it is likely that there will be an increase in new and reparable FSCAPs being sold for scrap. No studies have been done to calculate the value or savings which could be realized. There are no known disadvantages.

**6. IMPACT:** MILSTRIP must be amended to identify FSCAP codes and clear-text explanations in Block 27 of the Defense Turn-In Document (DD Forms 1348-1A and 1348-2) and FSCAP codes in record position 73 of the Disposal Release Order (MILSTRIP Appendix C12). A corresponding change to the DLMS (Volume 2, Supply) change will be made to accommodate these FSCAP coding requirements. The DoD Regulation 4160.21-M must be revised to indicate FSCAP coding requirements. This change requires modification to wholesale and retail inventory management and distribution systems. To ensure compliance, all wholesale and retail inventory and distribution systems must maintain or access this data prior to initiating a disposal action.