



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

March 14, 2013

The Honorable Carolyn Lerner
Special Counsel
U.S. Office of Special Counsel
1730 M Street, NW., Suite 218
Washington, DC 20036

Re: OSC File No. DI-12-4662

Dear Ms. Lerner:

By letter dated November 13, 2012, you referred for investigation a whistleblower disclosure from David Nash, an airways transportation systems specialist assigned to the Federal Aviation Administration's (FAA's) Ypsilanti Support Service Center (YIPSSC). Mr. Nash alleges in his complaint that: (1) With the permission of a Program Manager, YIPSSC employees improperly retained the proceeds from the sale of discarded radar equipment with the intent to purchase personal goods; and (2) given the Program Manager's approval, proceeds from the sale of discarded radar equipment may have been improperly retained at previous radar upgrade sites and could happen at other sites scheduled for a radar upgrade. I delegated investigative responsibility for this matter to the Office of Inspector General (OIG). Enclosed is the OIG's Report of Investigation (ROI).

The OIG did not substantiate Mr. Nash's allegations, finding that the allegation that FAA employees improperly retained proceeds from the sale of discarded radar equipment was unfounded. While an employee sold scrap metal from FAA's radar site in Canton, Michigan, the investigation revealed that the proceeds were sent to the U.S. Treasury. The OIG also found no evidence that the Program Manager told FAA employees at YIPSSC or at other radar sites that they may retain the proceeds from the sale of discarded radar equipment to purchase personal goods.

I have enclosed two copies of the ROI. The first version contains the names of witnesses and is for your official use. I understand that you will provide a copy of this version to the President and appropriate congressional oversight committees for their review and to Mr. Nash for his review. Consistent with our past practice, I have also enclosed a second version of the ROI with witness names removed to eliminate privacy protected information. I request that you make only the second version of the ROI available to the public. I appreciate Mr. Nash's diligence in raising these concerns.

Sincerely yours,

Ray LaHood

Enclosures



**U.S. Department of Transportation
Office of Inspector General**

REPORT OF INVESTIGATION	INVESTIGATION NUMBER C13E005SINV	DATE Mar. 4, 2013
TITLE Common Air Route Surveillance Radar Upgrade at QDT Long- Range Radar Facility in Canton, MI	PREPARED BY: Joseph M. Zschiesche Special Agent Special Investigations, JI-3	STATUS Final
	DISTRIBUTION	APPROVED BY: JI-3 RCE/EVC

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BACKGROUND

FAA is in the midst of modifying its legacy primary radar systems to a state-of-the-art system designed to employ more stable, reliable, and accurate radar platforms and technologies. The program, known as the Long-Range Radar (LRR) Service Life Extension (SLEP) project, involves modifying an existing series of multiple long-range radar systems to a single system known as a Common Air Route Surveillance Radar (CARSR). The project involves modifications to 81 LRR facilities. It began in 2008 and all modifications are expected to be complete by the end of fiscal year 2015. As of January 2013, modifications at 26 of the 81 facilities are complete. The program is managed by FAA's Program Management Organization (AJM-0) and the modification of radar facilities is performed by FAA's Technical Operations Services (AJW-0).

On November 13, 2012, the U.S. Office of Special Counsel referred for investigation to U.S. Secretary of Transportation Ray LaHood a disclosure made by an airways transportation systems specialist assigned to the Ypsilanti Support Service Center (YIPSSC) regarding the disposal of scrap metal from FAA radar facilities. The whistleblower alleged: (1) With the permission of a CARSR program manager, two FAA employees improperly retained the proceeds from the sale of scrap metal from discarded radar equipment with the intent to purchase personal goods; and (2) given the presence of the manager, proceeds from the sale of scrap metal may have been improperly retained at previous CARSR upgrade sites and could happen at other sites scheduled for CARSR upgrades.

SYNOPSIS

The whistleblower's allegation that proceeds from the sale of scrap metal were improperly retained by FAA employees is unfounded. An employee sold scrap metal from the FAA's LRR site in Canton, Michigan, but the proceeds were sent to the U.S. Treasury. We also found no evidence that the CARSR program manager told FAA employees at other sites that they may retain the proceeds from the sale of scrap metal to purchase personal goods.

DETAILS

Allegation 1: With the permission of an FAA manager, FAA employees improperly retained cash from the sale of scrap metal from discarded FAA radar equipment with the intent to purchase personal goods.

FINDINGS

This allegation is unfounded.

The LRR site in Canton, Michigan (QDT) received a CARSR modification from August to November 2012. The equipment was installed by a team of CARSR technicians managed by FAA's Air Route Radar Systems (AJW-142) office. The CARSR team included FAA, DoD, and Raytheon employees. Team members varied during the different stages (removal, installation, optimization, etc.) of the upgrade. An AJW-142 official is a CARSR program manager. CARSR modifications include the removal of legacy system radar equipment.

The YIPSSC has primary responsibility for maintaining the QDT site. Three YIPSSC airways transportation systems specialists were the local technicians assigned to assist the CARSR team. The YIPSSC manager supervises the three specialists.

Our investigation found scrap metal from the QDT LRR site modification was sold to Weiser Recycling on September 5 and 6, 2012. John McKeever of Weiser Recycling said he received a phone call from an individual who identified himself as "Hector." According to McKeever, Hector informed him that he had metal he wanted scrapped and McKeever agreed to pick-up the metal at the QDT site. McKeever told OIG that once he picked-up the scrap metal, an FAA employee followed him from QDT to Weiser Recycling and he paid the employee for the metal. McKeever provided OIG with copies of documents maintained in Weiser Recycling's file; the documents included a copy of the FAA employee's Michigan chauffeur license and two receipts showing \$2,267.35 paid for the scrap metal. (**Attachment 1**)

The whistleblower informed OIG he completed a CARSR training program in Oklahoma City in August 2012. When he returned to the YIPSSC, he went to the QDT site to observe a real-time CARSR modification. During his September 6 visit to the YIPSSC, two other airways transportation systems specialists asked him to verify the amount of money in an envelope and sign the envelope. They explained to him that the money was from the sale of scrap metal generated from the radar modification at the QDT site and told him they intended to purchase new items, e.g., chairs or a barbeque grill, for the QDT facility. He reported one of the airways transportation systems specialists told him

a CARSR program manager gave them permission to do this. The whistleblower said he didn't have the "latitude" to question his fellow employees about their plan. Instead, he reported the incident to the YIPSSC manager on September 6, 2012.

During the OIG interview, one of the airways transportation systems specialists stated he observed on September 5 an individual he did not know loading scrap metal into a truck at the QDT site. (We learned that individual was John McKeever of Weiser Recycling.) He said he overheard "the scrap guy" say he was going to take the metal away from the site and would let FAA know what it was worth. He said he didn't know what arrangement FAA made for disposal of the metal, but he "took control" of the situation to account for the money. After that, he said, he would figure out what to do with the money. He followed the individual to the scrap yard and waited for him to process the metal. He then accepted payment for it.

This airways transportation systems specialist told OIG the same thing happened the next day. This time, the whistleblower was at the QDT LRR site. The airways transportation systems specialist said he told the whistleblower he received the money for the sale of the scrap metal and asked him to count it and sign the envelope containing it as a witness. He said he told the whistleblower he didn't know what to do with the money, but he would figure it out. He also said neither he nor the other airways transportation systems specialist told the whistleblower that the CARSR program manager gave them permission to sell the scrap and keep the money to purchase items for the YIPSSC.¹

The first airways transportation systems specialist said he knew from a previous incident at the YIPSSC when scrap was sold that the proceeds had to be turned in to management. He, however, did not know who to turn the proceeds in to. The YIPSSC manager was not at work on September 10 and the airways transportation systems specialist was the acting YIPSSC manager. Because the YIPSSC manager was out, the airways transportation systems specialist asked a program support management specialist at the YIPSSC for guidance on what to do with the money. The following day, September 11, the program support management specialist informed the YIPSSC manager and the airways transportation systems specialist that the scrap sale proceeds had to be sent by

¹ OIG was unable to complete its interview with the second airways transportation systems specialist, who is on active duty in the U.S. Air Force Reserves. The second airways transportation systems specialist said the first specialist received the money for the scrap metal and turned it into management. We had not asked him whether he and the first specialist told the whistleblower that the CARSR program manager gave them permission to retain the scrap proceeds before he had to end the interview for a pre-flight briefing. The second airways transportation systems specialist is now deployed in Qatar and currently unavailable for another interview.

money order to the U.S. Treasury. The airways transportation systems specialist turned the \$2,267.35 over to the YIPSSC manager that same day.

The YIPSSC manager confirmed that he received the scrap sale proceeds from the airways transportation systems specialist on September 11. Within a week or so, the YIPSSC manager gave the money to the acting Technical Operations Manager for southern Michigan. The acting Technical Operations Manager informed OIG he received the money from the YIPSSC manager and held it until September 29, 2012, when he sent a money order for \$2,267.35 to FAA's Miscellaneous Receipts Branch (AMZ-350) in Oklahoma City. (**Attachment 2**) OIG confirmed with the FAA Franchise Accounting Branch (AMZ-310) the money order was sent to the U.S. Treasury general fund. (**Attachment 3**)

Allegation 2: Given the FAA manager's presence, the improper retention of scrap proceeds may have occurred at 21 previous CARSR upgrade sites, and could happen at 60 more sites scheduled for CARSR upgrades.

This allegation is unfounded.

The CARSR program manager told OIG that he did not tell the two airways transportation systems specialists that selling scrap metal from the QDT radar site and keeping the proceeds to buy things for the facility was permissible. He told OIG he did not tell anyone from any of the sites it is okay to sell scrap metal and keep the proceeds to buy personal goods.

The CARSR program manager explained his responsibilities include ensuring the CARSR system is working properly, bringing the system back online, and completing a final inspection with officials from the local support service center. The CARSR program manager said he is not responsible for the disposal of scrap metal from each upgrade site. He does not know if scrap was sold from any other CARSR site.

The CARSR implementation lead official is assigned to FAA's National Engineering Office in Oklahoma City. One of his chief duties is to schedule the personnel assignments for each CARSR site. The lead official said the CARSR program manager's primary assignment has been to conduct the joint acceptance inspection near the completion of each CARSR project. He has not assigned the CARSR program manager any duties related to the disposal of property and he would not expect him to be involved with that facet of the project.

The CARSR implementation lead official told OIG he has now directed FAA employees at LRR sites to dispose of scrap metal generated during the LRR modification process.

(Previously, employees of a Raytheon sub-contractor disposed of the scrap metal.) As part of his direction, the lead official forwarded an email containing a November 30, 2012, memorandum from the Director of Technical Operations Services regarding recycling and scrap disposal. **(Attachment 4)** The memorandum reminds FAA employees at these facilities that they are prohibited from retaining scrap proceeds and instructs them to turn the proceeds into the U.S. Treasury. **(Id., p. 2)**

#

METHODOLOGY OF INVESTIGATION

This investigation was conducted by an OIG Senior Special Agent. To address the whistleblower's concerns, he interviewed the following individuals:

- The whistleblower, YIPSSC Airways Transportation Systems Specialist, FAA
- Electronic Engineer, OKC Logistics Support Facility, FAA
- YIPSSC Manager, FAA
- CARSR Implementation Lead, FAA
- CARSR Technical Lead, FAA
- YIPSSC Radar Technician, FAA
- Program Support Management Specialist, FAA
- CARSR Team Technician, FAA
- Technical Operations Services Executive Advisor, FAA
- YIPSSC Radar Technician, FAA
- Michigan Technical Operations Manager, FAA
- John McKeever, Weiser Recycling
- CARSR Program Manager, FAA
- Southeast Michigan System Support Center Manager, FAA
- Franchise Accounting Branch Accountant, FAA

ATTACHMENTS

1. Weiser Recycling file documents for purchase of QDT scrap metal
2. Copy of money order to U.S. Treasury and related documents
3. Copy of FAA distribution receipt for funds to U.S. Treasury
4. Copy of November 30, 2012, Technical Operations Services Memorandum

ATTACHMENT 1

FINAL REPORT OF INVESTIGATION

DOT/OIG CASE NO. C13E005SINV

License Plate No. STATE 399612
 27728

WEISER RECYCLING, INC.

35900 Clinton Wayne, MI 48184

Date 9-6-12

Name [REDACTED]

INFORMATION ON FILE

DESCRIPTION	AMOUNT
Al 16240	224.00
15120	
1120	
Al 45) 15120	369.00
14300	
800	
Steel 14300	141.00
12640	
11660	
12640	261.00
12060	
580	
	995.00

Thumb Print

Seller certifies that he/she

- Is the owner of, or is otherwise authorized to sell, this scrap metal and
- Has not been convicted of theft or conversion of non-ferrous metals.

SIGNATURE [REDACTED]

DRIVER ON

DRIVER OFF

License Plate No. STATE 399506
 27720

WEISER RECYCLING, INC.

35900 Clinton Wayne, MI 48184

Date 9-5-12

Name [REDACTED]

INFORMATION ON FILE

DESCRIPTION	AMOUNT
Al 1404	940.00
228	
1176	
Steel 14080	1324.50
12260	
1800	
250.00	
1590	
12260	198.00
11800	
440	
	1272.50

Thumb Print

Seller certifies that he/she

- Is the owner of, or is otherwise authorized to sell, this scrap metal and
- Has not been convicted of theft or conversion of non-ferrous metals.

SIGNATURE [REDACTED]

DRIVER ON

DRIVER OFF

ATTACHMENT 2

FINAL REPORT OF INVESTIGATION

DOT/OIG CASE NO. C13E005SINV

SUN CENTER FEDERAL CREDIT UNION

No. 027696

*** MONEY ORDER *** TELLER 209 11/20/12 SED 5 M/04 27696
SHARE ACCOUNT... [REDACTED]
ACCOUNT NAME... [REDACTED]
PAY AMOUNT..... 2,267.35

PAYEE: U S TREASURY

REFERENCE _____

RECEIVED BY _____

DETACH THIS PORTION BEFORE DEPOSITING

OFFICIAL CHECK / MONEY ORDER	
 <p>Sun Center Federal Credit Union 326 East Lorain Street Oberlin, Ohio 44074 (440) 774-5580</p>	<p>Oberlin Office</p> <p>DATE: 11/20/12 No. 027696</p> <p>AMOUNT</p> <p>VOID AFTER 90 DAYS</p> <p>TWO THOUSAND TWO HUNDRED SIXTY SEVEN AND 35/100 DOLLARS \$2,267.35</p> <p>PAY:</p> <p>TO THE U S TREASURY ORDER OF: REFERENCE _____</p> <p><i>Shanda R. Hammond</i> AUTHORIZED SIGNATURE</p>
NON-NEGOTIABLE	

⑈027696⑈ ⑆241283880⑆ 1300050000⑈

License Plate No. 57AK6

399612
32700

WEISER RECYCLING, INC.

35900 Clinton Wayne, MI 48184

Date 9-6-12

Name [REDACTED]

INFORMATION ON FILE

DESCRIPTION	AMOUNT
NET TARE GROSS <u>(20) 11240</u>	<u>224</u>
<u>15120</u>	
<u>1120</u>	
<u>11</u>	<u>3600</u>
<u>95 11300</u>	<u>3600</u>
<u>11300</u>	
<u>500</u>	
<u>11300</u>	
<u>800</u>	<u>141</u>
<u>12640</u>	
<u>12060</u>	<u>261</u>
<u>500</u>	
	<u>995</u>

Thumb Print Seller certifies that he/she

- Is the owner of, or is otherwise authorized to sell, this scrap metal and
- Has not been convicted of theft or conversion of non-ferrous metals.

SIGNATURE [REDACTED]

DRIVER ON DRIVER OFF

License Plate No. 57AK6

399506
32700

WEISER RECYCLING, INC.

35900 Clinton Wayne, MI 48184

Date 9-5-12

Name [REDACTED]

INFORMATION ON FILE

DESCRIPTION	AMOUNT
NET TARE GROSS <u>(304) 11404</u>	<u>940</u>
<u>228</u>	<u>110</u>
<u>1176</u>	
<u>14000</u>	<u>13245</u>
<u>12260</u>	<u>133</u>
<u>1800</u>	
<u>250</u>	<u>11000</u>
<u>1510</u>	
<u>12260</u>	<u>198</u>
<u>11800</u>	
<u>410</u>	

Thumb Print Seller certifies that he/she

- Is the owner of, or is otherwise authorized to sell, this scrap metal and
- Has not been convicted of theft or conversion of non-ferrous metals.

SIGNATURE [REDACTED]

DRIVER ON DRIVER OFF



Fw: money received from recycler

[redacted] to: [redacted]
AJW-C23A, Detroit PSC

11/01/2012 03:48 PM

[redacted] asked me to resent this information to you regarding how to return the money received from the recycler. Just a reminder, the total has to be returned. You can not use any part of it to pay for a cashier's check.

[redacted]
Manager, Minneapolis Operations Support Staff

----- Forwarded by [redacted] /AGL/FAA on 11/01/2012 03:41 PM -----

[redacted] 09/11/2012 11:46 AM
To: [redacted] /GL/FAA@FAA
cc: [redacted] /GL/FAA@FAA, [redacted] /AGL/FAA@FAA
Subject: money received from recycler

I was asked to contact you regarding money received for recycling scrap material for the CARSR installation. There is a National Disposition Plan for this. It should be reported as excess property in order for the old equipment to be disposed of. It will not come off the property records without the ROE being completed and uploaded in AITS. When the ROE has been submitted through AITS, I will send final disposition instructions to you. This should have been done before any disposal was done. You will fill out the Record of Cash Receipts form (attachment is below with example) along with the money order made out to the U.S. Treasury. This will be forwarded to accounting at the address below. If you have any questions, please contact me.


Cash Receipt.pdf


LRR SLEP
(CARSR).doc

1272.25
995.10

2267.35

FAA Mike Monroney Aeronautical Center
AMZ- 350-, Misc. Receipts & AR Branch
P.O. Box 25082
Oklahoma City, OK 73125

Sincerely,

[redacted]
GL Property Disposal Officer
Materiel and Personal Property Group, ASW-51
Central Logistics Service Area
FAX: [redacted]

Access the customer survey feedback website to let us know how we're doing in meeting your needs/requirements

<http://intranet.fm.faa.gov/feedback/?type=pp&rs=ASO-050&lob=ARC&area=ESA>

Receipts (FAA SET OF BOOKS) - GL2013-110056-DEP

Payment Method	12MFAR-GL-48104100	Receipt Date	03-DEC-2012	Reference Type	
Receipt Number	GLSFZ15-110056-03	GL Date	05-DEC-2012	Number	
Receipt Amount	USD 2267.35	Posting Date		Customer Name	
Receipt Type	Miscellaneous	Functional Amount	2267.35	Customer Num	
Status	Cleared			Location	
				Payment ID	

Main Menu

Paid By		Customer Bank	
Name	WEISER RECYCLING INC	Name	
Activity	MFAR-GENERAL FUND (USE	Account	
Distribution Set		Payment Server ID	
Tax Code		Approval Code	
Tax Account		Remittance Bank Name	FAA TREASURY
Description		Branch	KANSAS CITY FINAN
		Account	
References		Comments	GCB RECYCLING OF SCRAP ACCOUNT NAME WILLIAM A RAMEY &/OR JANET B RAMEY SUN CENTER CK#027696
Postmark Date			

Control: 1 Reverse: 1 Receipt History Search and Key Distributions

Receipt Amount: 2267.35 Currency: USD

Tax Amount: Activity: MFAR-GENERAL FUND (USE TC C1)

Net of Tax: Distribution Set:

FAA AFF

FUND		GENERAL FUND PROPRIETARY RECEIPTS, NOT OTHERWISE CLASSIFIED
BUDGET YEAR	2013 BY 2013	
BPAC	0000000000	NOT APPLICABLE
ORGANIZATION	GL00000000	ABA/AEP GREAT LAKES REGION BUDGET ALLOWANCE
OBJECT CLASS	00000	NOT APPLICABLE
SGL ACCOUNT	59006500	FIN - OTHER REVENUE
FUTURE 1	0000000000	NOT APPLICABLE
FUTURE 2	0000000000	NOT APPLICABLE
FUTURE 3	0000000000	NOT APPLICABLE
FUTURE 4	0000000000	NOT APPLICABLE

OK Cancel Clear Help

ATTACHMENT 4

FINAL REPORT OF INVESTIGATION

DOT/OIG CASE NO. C13E005SINV



Federal Aviation Administration

Memorandum

Date: NOV 30 2012

To: Technical Operations Directors

From: *Paul A. Turner*
Paul A. Turner, Vice President, Technical Operations Services, AIW-0

Subject: FAA Recycling and Scrap Disposal Guidance

It has recently been brought to my attention that there is an unclear understanding concerning the guidance on the reutilization and disposition of excess/surplus FAA personal property required by the Acquisition Management System and/or FAA Order 4600.27 (Personal Property Management) and implementing Process & Procedure Guides as it relates to employees responsibilities.

Attached for your action and information is guidance pertaining to the disposal and recycling of excess/surplus personal property from the National Reutilization and Disposition Program/Policy Office. Please ensure that every employee is provided a copy of this information.

If you have any questions please direct them to their local Property Custodian (Site Manager), AITS Delegate, or supporting Service Area/Center Property Disposal Officer within your Directorate or Service Area as appropriate. The National Personal Property Reutilization and Disposition Program Manager is also available to provide assistance and/or guidance (Daniel Tobin, ALO-400, 202-493-4475).

Property that is no longer utilized by the FAA should be entered into the Automated Inventory Tracking System (AITS) so that a paper trail for audit purposes will be maintained. If you have scrap items (old federally owned equipment, old metal, etc.,) you have the option to recycle within strict guidelines as identified by the FAA Process and Procedure Guide.

Below we have highlighted some frequently asked questions (FAQs) that will assist you with the recycling of your excess property. The FAA should not keep any money received from the sale/recycling of excess property; all proceeds should go back to the US Treasury.

PROCESSING SCRAP

1. If I use a local recycler and they give me back money for the recycling, what should I do with the money?

The FAA cannot retain any funds given to you by a recycler. In accordance with CFR 45.604-3, it must be deposited to the US General Treasury. You will fill out the Record of Cash Receipts (Form DOT F 2770.2) along with the payment made out to the U.S. Treasury. You will then need to forward the form and the payment to AMZ-350 to accounting at the address below. If you have the FDI, you can send this also. For further information contact your supporting PDO.

Mail to:
FAA Mike Monroney Aeronautical Center
AMZ- 350-, Misc. Receipts & AR Branch
P.O. Box 25082
Oklahoma City, OK 73125

COMPLIANT DISPOSAL AGENT/RECYCLERS

1. What is a Compliant Disposal Agent/Recycler?

Compliant Disposal Agent/Recyclers available for the FAA to use come from the following sources:

- They are listed in GSA 899.5, or
- Are R2 or eSteward certified, or
- They have been approved by the FAA to perform disposal of electronic equipment for the FAA in accordance with PPB 12-03, Compliant Disposal of Electronic Equipment (2012 Update)
[https://employees.faa.gov/org/staffoffices/afn/regions_center/materiel_personal_p
roperty/asset_management/property_reutilization/pol_guidance/](https://employees.faa.gov/org/staffoffices/afn/regions_center/materiel_personal_property/asset_management/property_reutilization/pol_guidance/).

The FAA must confirm the selected disposal agent's level and ability to comply with the applicable laws and regulations. The Disposal Agent must operate a waste management and/or recycling system to include waste collection, reuse assessments, inventory, destruction, inventory transfer and/or disposal after compliance with GSA Office of Personal Property Management requirements outlined in FMR's 101-42, 102-36, and 102-37 (as applicable).

2. How do I find a Compliant Disposal Agent/Recycler?

Current FAA approved Compliant Disposal Agent/Recyclers include:

- Defense Logistics Agency (DLA) Disposition Services (formerly Defense Reutilization and Marketing Service (DRMS)). FAA/DLA Inter Service Support Agreement 2010-0005 permits the FAA to turn in surplus property to the DLA field offices. DLA manages electronics through R2 or eSteward certified recyclers. The cost of using this service is \$96.36 cents per turn in for usable property or .06 cents per pound for scrap. Instructions for using this service is contained on page 84 of this guide. A copy of the ISA may be found at: https://employees.faa.gov/org/staffoffices/afn/regions_center/materiel_personal_p/property/asset_management/property_reutilization/resources.

NOTE: If NAS equipment is turned in to the DLA Disposition Services, the Program Office must fund the turn in via a DLA Economy Act Order. Coordinate with the FAA Reutilization and Disposition Program Manager, ALO-400 at 202 493-4475 prior to turning property in.

- FPI UNICOR. The FAA/FPI UNICOR Agreement, dated 1/3/06, is found at https://employees.faa.gov/org/staffoffices/afn/regions_center/materiel_personal_p/property/asset_management/property_reutilization/resources/. FPI UNICOR does not charge the FAA for the demanufacturing of equipment and will provide the FAA with a final disposition certificate. Instructions for the use of FPI UNICOR begin on page 88 of this guide.

NOTE: FPI UNICOR does not accept hazardous materials.

- Dell Recycling Program. Dell Charges \$25 per item plus transportation for turn-ins. Instructions begin on page 88 of this guide.
- Anything IT. Anything IT usually charges \$25 per item plus transportation; however, they will negotiate transportation and/or processing fees for large quantities of equipment. Instructions for using Anything IT begin on page 89 of this guide.
- GSA Approved Compliant Disposal Agent/Recyclers. GSA Environmental Services Schedule 899.5 (<http://www.gsaelibrary.usa.gov/ElibMain/SinDetails?executeQuery=YES&sched>)

[ulcNumber=899&flag=&filter=&specialItemNumber=899+5](#) lists several vendors that may be used.

Local Compliant Disposal Agent/Recyclers. Local Compliant Disposal Agent/Recyclers may be a feasible means of disposal of electronic equipment. These Agents must be certified under either a Responsible Recycling (R2) program or the e-Stewards program. A listing of R2 certified recyclers can be found at <http://www.r2solutions.org/certified/electronic-recyclers-with-r2-certified-facilities/>. A listing of e-Stewards recyclers can be found at <http://e-stewards.org/find-a-recycler>.

USE OF THE DEFENSE LOGISTICS AGENCY DISPOSITION SERVICES (DLADS)

1. What allows me to use the DLA Disposition Services?

FAA has an agreement with DLA Disposition Services (DLADS) that allows us to use DLADS as a compliant disposal agent. DLADS turn-ins must be coordinated through the PDO under FAA/ DLADS ISA 2010-005. The field office can click on the DLADS, to view the authorization <https://www.dispositionservices.dla.mil/turn-in/usable/fca-moa-status.xls>. The cost is \$191.78 for line item accountable assets that require demilitarization, \$96.36 for line item accountable assets that do not require demilitarization, or .06 cents per lb for scrap. Transportation is the responsibility of the activity requiring the use of DLADS services.

All requests for turn-in must be processed through your servicing PDO and the DD Form 1348-1A must be signed by the FAA Reutilization and Disposition Program Manager, Dan Tobin, daniel.tobin@faa.gov. **Failure to obtain PDO authorization and FAA Reutilization and Disposition Program Manager signature will result in charges being billed to the activity turning in the property.**

CRITICAL NOTE: To keep Agency expenses for the use of this service to a minimum, when turning in property, combine like items on one turn in document. For example, if you are turning in 8 computers, even if they are different types of computers, you should fill out one turn in document with a quantity of 8 EA instead of a separate document for each computer. Also determine whether or not the property you are turning in is usable or scrap. If you're turning in 6 broken monitors and you turn them in as usable property, the FAA will be charged \$96.36 per document. Let's say the monitors weigh 20 lbs each, turning in those same 8 monitors as scrap would cost the agency 20 x .06 x 8, or \$9.60.