## **AIRCRAFT**

**Guidance and Requirements for Reporting Excess Aircraft**

All excess aircraft are reportable to GSA, Pacific Rim Region in San Francisco, CA, regardless of agency, condition, or dollar value. Please see [Federal Management Regulations Title 41 Part 102-36.340](https://www.govinfo.gov/app/details/CFR-2011-title41-vol3/CFR-2011-title41-vol3-sec102-36-340) and [Defense Materiel Disposition Manual, DoD 4160.21M](https://www.esd.whs.mil/Portals/54/Documents/DD/issuances/dodm/416021_vol1.pdf?ver=2018-12-03-084359-730). When reporting an excess aircraft to GSA, agencies should provide the following information on [Standard Form 120](https://www.gsa.gov/forms-library/report-excess-personal-property):

1. Manufacturer, date of manufacture, model, serial number
2. Major components missing from the aircraft such as engines or electronics
3. Whether or not the aircraft is:
   1. Operational
   2. Data plate is available
   3. Historical and maintenance records are available
   4. Aircraft has been previously certified by the Federal Aviation Administration (FAA) and/or has been maintained to FAA airworthiness standards
   5. Aircraft was previously used for non-flight purposes (i.e., ground training or static display), and has been subjected to extensive disassembly and re-assembly procedures for ground training, or repeated burning for firefighting training purposes
   6. For military aircraft, indicate Category A, B, or C as designated by DoD, as follows:

**Category of Aircraft** **Description**

A Authorized for sale and exchange for

commercial use

B Previously used for ground instruction

and/or static display

C Combat configured as determined by DoD

For additional information on military aircraft, see Defense Materiel Disposition Manual, DoD 4160.21-M. The general policy for military aircraft is that the Defense Logistics Agency Disposition Services shall not screen or report aircraft. The owning Military Service shall screen aircraft with other Military Services and DoD activities, and then report them to the GSA Pacific Rim Region in San Francisco for civil agency and donation screening.

When the designated transfer or donation recipient’s intended use is for nonflight purposes, the agency must remove and return the data plate to the GSA Property Management Branch, Pacific Rim Region, San Francisco, CA, prior to releasing the aircraft to the authorized recipient. GSA will forward the data plate to FAA.

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