

Administrative Change to AFMCI 23-111, *Reclamation of Air Force Property*

OPR: HQ AFMC/A4RX

Chapter 8 title “END ITEM RECLAMATION” is hereby changed to “END ITEM RECLAMATION (ENGINES/MISSILES ONLY)”. 13 July 2021

**BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND**



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Materiel Management

**RECLAMATION OF AIR FORCE
PROPERTY**

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This instruction implements Air Force Instruction (AFI) 23-101, *Air Force Materiel Management*, and AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*. AFI 23-101, Chapter 5, specifies basic Air Force responsibilities for reclamation of USAF property. AFI 16-402 documents assignment of inactive aircraft storage purpose identifier codes and the requirement for weapons system Migration Plans. This publication provides the framework for managing inactive aircraft and migrating them into programmed reclamation status. This instruction also provides guidance for reclamation of AF aircraft and aircraft engines stored at the 309th Aerospace Maintenance and Regeneration Group (AMARG) at Davis-Monthan AFB, AZ. Additionally, it provides guidance for engine and end item reclamation at the Air Logistics Centers (ALCs) and for non-programmed reclamation of aircraft and missiles accomplished at sites other than AMARG. This publication applies to the Air National Guard (ANG) and Air Force Reserve Command (AFRC). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all Supplements must be routed to the OPR of this publication for coordination prior to certification and approval as outlined in AFI 33-360, *Publications and Forms Management*. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered

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SUMMARY OF CHANGES

This revision includes significant changes and must be reviewed in its entirety. It clarifies and realigns roles and responsibilities in Chapter 2 and removes duplicative material. Additional guidance has been added to priority reclamation activities. Process improvements are incorporated throughout the publication. Finally, it eliminates the use of AFMC Form 110 and AFMC Form 111.

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Chapter 1

OVERVIEW

1.1. DoD Reclamation Policy. Reclamation may be used whenever it can provide the fastest method of satisfying a critical requirement or when there is no other known Source of Supply (SOS). Frequently, AMARG may be the only source for parts no longer commercially procurable. The Reclamation program goal is to reclaim the right parts, in the right quantities at the right time. For more information refer to AFI 23-101, *Air Force Materiel Management*.

1.2. Management and Utilization of Excess Aircraft . Effective management and utilization of AF excess aircraft are collaborative efforts requiring communication and coordination among many entities. From the time an aircraft is declared excess to AF operational requirements until it is ultimately authorized for disposal, HQ/A4LM, SAF/IAR, 418 SCMS/GUBA, the program office, Item Managers (IMs) and AMARG all have a role in either making or influencing decisions relating to reclamation of aircraft, aircraft engines, and end items.

1.3. AMARG Storage Site . AMARG is the primary storage location for DoD aircraft excess to current operational mission requirements. AMARG performs preservation, storage, aircraft flight withdrawal, aircraft overland shipment, reclamation, disposal functions, and overflow depot maintenance for the AF in accordance with DoD and AF instructions, directives, and technical guidance.

1.4. Migration Plans for Excess Aircraft.

1.4.1. AFI 16-402 directs the program office to develop annual aircraft Migration Plans for aircraft currently stored at AMARG or projected for induction into AMARG storage during the Future Years Defense Program (FYDP). Annual Migration Plans document the results of each program office's complete review of aircraft projected for retirement and AMARG stored aircraft. A comprehensive plan ensures aircraft are assigned to the most appropriate purpose identifier codes (and storage project code) referenced in [Attachment 2](#) and are migrated through programmed/targeted reclamation status in a timely manner. A typical storage progression path is outlined in [Attachment 3](#) for reference and starting points are subject to change based on each particular situation. Effective migration planning provides an orderly and timely progression from the most restrictive purpose identifier codes (XS, XT, and XV) to the least restrictive purpose identifier codes (XX, XD). Consideration of spare parts requirements must always be a factor in determining proper purpose identifier codes. At a point in time, aircraft become more valuable as a source for parts reclamation than for retention as whole aircraft no longer suitable for flight.

1.4.2. Effective aircraft migration planning is critical to the success of the AF Reclamation Program. AFI 16-402 requires program offices to develop Migration Plans on an annual basis to review their total AMARG aircraft inventory and document the results of the review in a weapons system Migration Plan. This comprehensive review verifies aircraft are assigned to the purpose identifier codes which most accurately reflect aircraft status. Refer to AFI 16-402 for Migration Plan policies and procedures. Migration Plan reclamation workload projections assist AMARG in forecasting requirements for funding, manpower, special tools and equipment necessary to accomplish programmed/targeted reclamation workload in a timely

manner. They also allow for timely and orderly development of the required programmed/targeted reclamation save lists.

1.5. Flight Potential for AMARG Stored Aircraft. Many aircraft stored at AMARG have future flight potential to satisfy a wide variety of DoD or Foreign Military Sales (FMS) requirements. In order to maintain integrity and airworthiness of these aircraft, parts removals must be restricted to a minimum. These aircraft are assigned to purpose identifier codes XS or XT by AF/A4LM. In accordance with AFI 16-402, documented approval from AF/A4LY must be received by the appropriate program office before authorizing AMARG to accomplish removal of any part from inviolate aircraft.

1.6. Reclamation Potential for AMARG Stored Aircraft. Stored aircraft having no future flight potential offer a significant opportunity to provide parts and engines to support AF operational missions, replenish supply inventories and generate cost avoidance benefits. Circumstances may prompt the program office to retain aircraft in purpose identifier code XV; however, programmed/targeted reclamation purpose identifier code XX is appropriate for these aircraft at the earliest possible time. Aircraft in these categories are available as a source for priority reclamation when parts are not available from wholesale stocks.

1.7. Funding for AMARG Storage and Reclamation.

1.7.1. Costs associated with the initial induction, in storage maintenance, and disposal of aircraft, missiles, Other Major End Items (OMEI), special tooling/special test equipment are funded IAW AFMAN 65-604, *Appropriation Symbols and Budget Codes (Fiscal Year 2019)*. Requirements for those items are identified as directed by Consolidated Sustainment Activities Group-Maintenance (CSAG-M) requirements call. In addition, depot purchased equipment maintenance (DPEM) dollars also fund costs associated with the disposal process and other authorized miscellaneous projects. In preparation for the Program Objective Memorandum (POM) cycle, requirements for various processes are defined as specified by the DPEM requirements data call in the June to September period. Requirements include the current fiscal year (FY) plus the FYDP. Projections are based on workload information developed by the program office and AMARG and consideration of historical data.

1.7.2. Consolidated Sustainment Activities Group-Supply (CSAG-S) funds are provided by 448 SCMW/FM to Hill, Robins, and Tinker AFB to fund AF reclamation of budget code "8" program workload. Operations and Maintenance (O&M) or other appropriated funds are used for all other reclamation activities to include storage of aircraft, engines and other end items and reclamation of non-budget code "8" workload at AMARG. Priority reclamation funding is provided to AMARG based on past historical activity.

1.8. Reclamation Benefits.

1.8.1. Parts generated from programmed/targeted and non-programmed reclamation replenish supply stocks and contribute to improving support to operational units. In addition, reclamation is especially beneficial when lengthy procurement lead times, repair delays or diminishing commercial sources jeopardize the supply system's ability to satisfy customer requirements.

1.8.2. Generally, individual priority reclamation actions are not as cost effective as the programmed/targeted reclamation of a group of aircraft. However, the opportunity to satisfy critical mission requirements must be the primary consideration and justification for requesting

priority reclamation support from AMARG. Frequently, AMARG may be the only source for critical parts.

1.9. Potential Yield from Reclamation. The potential yield from reclamation activity is very unpredictable. Many factors impact the likelihood of successfully reclaiming items. The longer an aircraft remains in storage, the less likely its reclaimed parts will be in serviceable or repairable condition. Over time, exposure to weather elements causes parts to deteriorate and some are no longer useful. Obsolescence also becomes a factor. For example, if aircraft have been held in XV storage status for an extended period and have been subjected to extensive priority removal activity, the projected yield from programmed/targeted reclamation will be considerably less than if aircraft were relatively new AMARG arrivals and had not been subjected to priority parts reclamation. Effective migration planning makes aircraft available to the programmed/targeted reclamation process at the earliest possible time and increases the likelihood of yielding serviceable or repairable parts.

1.10. Reclamation and the Logistics Supply Chain. The reclamation process is an extremely valuable link in the AF supply chain. However, its unique circumstances must always be considered when forecasting parts yields or cost avoidance benefits that may not materialize. Because of risks associated with this unpredictability, IMs must not cancel or defer procurement actions or load due-ins based on the possibility of potential assets being generated from programmed/targeted reclamation. It is also not advisable to make budget related decisions by relying on forecasted reclamation savings. Failure to generate the forecasted savings may have potentially negative effects on funding decisions. The true benefits of reclamation cannot be determined until a project or priority reclamation request is completed, inspection performed, and assets are returned to AF inventory in serviceable condition.

Chapter 2

ROLES AND RESPONSIBILITIES

2.1. Functional Area Responsibilities. Program management decisions relating to reclamation of AF items benefit from the shared expertise and cooperation of many functional areas. The following paragraphs identify some key roles and responsibilities critical to program success.

2.2. HQ AFMC/A4MM Aerospace Vehicle Distribution Officer (AVDO) will:

2.2.1. Maintain accountable aircraft and missile records, and receive AF Form 913, *Aerospace Vehicle Project Action* from AF/A4LM. (T-2).

2.2.2. Issue Aerospace Vehicle Assignment Directives reassigning aircraft or missiles, and coordinates with program offices, AMARG, and others, as applicable.

2.3. HQ AFMC/A4RX will:

2.3.1. Develop MAJCOM procedural guidance to support the Air Force reclamation program.

2.3.2. Serve as waiver authority for save list requirements, e.g., crash damaged aircraft identified by program offices.

2.3.3. Determine resources required for annual Programmed Reclamation Projections and submit spreadsheet to the 448 SCMW/FM.

2.4. Air Force Sustainment Center (AFSC) will:

2.4.1. Serve as the enterprise focal point for all program execution aspects of reclamation. (T-2).

2.4.2. Appoint a Reclamation Program Control Monitor (RPCM) to serve as focal point for initiating reclamation projects within D035G Reutilization and Disposition System (RDS). (T-2).

2.4.2.1. The RPCM will:

2.4.2.1.1. Serve as lead coordinator working with program offices and AMARG to forecast which aircraft at AMARG require programmed/targeted reclamation in the next FY. Submit the projections for funding to SCMW/FM, annually. (T-2).

2.4.2.1.2. Serve as lead coordinator working with program offices to forecast non-programmed reclamation project requirements. (T-2).

2.4.2.1.3. Notify Reclamation Program Control Officers (RPCOs) when reclamation projects are initiated in RDS. (T-2).

2.4.2.1.4. Assign RDS reclamation project numbers and ensure each project initiated has a Lead RPCO assigned. This responsibility is normally assigned to the RPCO at the same site as the program office of the system being supported. (T-2).

2.4.2.1.5. Ensure RDS reclamation candidate National Stock Number (NSN) reviews are completed within 30 calendar days after RDS creation date and establishing RDS workbasket time frame requirements for supporting RDS roles, i.e., Item Manager, (IM), Equipment Specialist (ES), Supervisor, PD Monitor, and RPCO. (T-2).

2.4.3. Appoint RPCOs at each AF site supported in RDS, e.g., FGZ, FHZ, FLZ. (T-2).

2.4.3.1. AFSC RPCOs will:

2.4.3.1.1. Manage the reclamation save list activity for their ALC. Each Lead RPCO is notified when a new programmed or non-programmed reclamation save list is initiated. (T-2).

2.4.3.1.1.1. Notify PD monitors when a new reclamation save list is initiated. (T-2).

2.4.3.1.1.2. Remove overaged workbasket items and send email to individual in the supporting RDS role. (T-2).

2.4.3.1.1.3. Work closely with other RPCOs, IMs, ESs, PD Monitors, RDS supervisory personnel, and the RPCM to facilitate timely completion of candidate reviews within established RDS timeframes.

2.4.3.1.2. Confirm that every IM has an AMARG Form 44 account. (T-2). **NOTE:** IMs must submit a DD Form 2875, *System Authorization Access Request*, through the AMARG Form 44 site to request access.

2.4.3.2. 448 SCMW Squadron/Product Directorate (PD) Monitors will:

2.4.3.2.1. Serve as liaison between 418 SCMS/GUBA RPCOs and division IMs.

2.4.3.2.2. Track save list development progress and inform their 418 SCMS/GUBA RPCO of delays or difficulties in meeting established suspense dates.

2.4.4. AMARG will:

2.4.4.1. Have custodial responsibility for assets stored at their facility. Take direction from HQ USAF, HQ AFMC, 418 SCMS/GUBA, WSRO or other authorized activities for processing aircraft into storage, maintenance while in storage, flight preparation or overland shipment, reclamation, and disposal. AMARG makes recommendations to customers and provides a wide range of expertise and data to aid in the management of stored aircraft and aircraft engines.

2.4.4.2. Preserve and maintain stored aircraft and aircraft engines as directed by the program office and as specified in AF Technical Order 1-1-686, *Desert Storage, Preservation and Process Manual for Aircraft, Aircraft Engines, and Aircraft Auxiliary Power Unit Engines*. AMARG may also be requested to store and maintain other USAF assets, e.g., tooling/test equipment.

2.4.4.3. Reclaim parts to support both priority reclamation requisitions and programmed reclamation save list project requirements. Reclamation actions must be initiated by the appropriate SOS and passed to the program office for submission to AMARG. AMARG does not disassemble aircraft and warehouse parts in anticipation of future requirements.

2.4.4.4. Receive Aerospace Vehicle Assignment Directives from the AF AVDO. Information in the directive is based on AF Form 913 issued by AF/A4LM. AMARG establishes internal data records assigning the arriving aircraft/aircraft engines to the project code specified on the assignment directive. Subsequent code changes are received

and processed in the same manner. AMARG accomplishes the specified work directed by the customer.

2.4.4.5. Screen reclamation status aircraft through General Services Administration (GSA) for possible transfer to authorized recipients, i.e., other federal agencies, and once released, process them for disposal.

2.4.4.6. Perform, at a minimum, two semi-annual HQ AFMC Stock Number User Directory (SNUD) reconciliations with the FN2373 storage account to ensure SNUD data is kept up to date.

2.4.4.7. Monitor programmed/targeted reclamation save list funding program execution closely and coordinate with appropriate stakeholders as required to prevent work stoppages.

2.5. Air Force Life Cycle Management Center (AFLCMC) will:

2.5.1. Ensure aircraft program offices appoint a primary and alternate Weapon System Reclamation Officer (WSRO) to serve as approval authority on priority reclamation requests for parts requested from aircraft stored at AMARG. **(T-2)**.

2.5.1.1. Ensure WSRO's monitor assets stored at AMARG and coordinate on regular basis with AMARG/OBW and supporting RPCO to ensure programmed/targeted and non-programmed reclamation requirements are scheduled and executed in a timely manner. **(T-2)**.

2.5.1.2. Develop an annual aircraft Migration Plan IAW AFI 16-402. **(T-2)**. The plan either validates existing storage projects and purpose identifier codes or identifies aircraft that must be reassigned to more appropriate codes or authorized for disposal. Upon completion of the annual review, the program offices requests AF/A4LM approve and document storage project and purpose identifier code changes on AF Form 913, as required. A copy of approved Migration Plans must be furnished to applicable Engine Item Managers (EIMs) for information and planning purposes. **(T-2)**.

2.5.1.3. Review and approve/disapprove IM initiated AMARG priority reclamation actions to support high priority backorders, removals driven by requirements system computations identifying items required for stockage in the wholesale supply system, and appropriately authorized special projects. **(T-2)**. Priority reclamation process is outlined in **Chapter 5**. If a part must be obtained from an aircraft in inviolate storage status, the program office must request approval from AF/A4LY. Potential donor aircraft must be identified before passing the requisition to AMARG for action. **(T-2)**. **NOTE:** Program office personnel are not authorized to initiate AMARG priority reclamation requests.

2.6. Engine Item Managers (EIMs) will:

2.6.1. Manage AMARG stored engines similar to aircraft processes. **(T-2)**. EIMs are assigned to engine program offices and are the final approving authority for engine reclamation.

2.6.2. Maintain visibility of engine resources stored at AMARG. Although a formal Migration Plan is not specified for engines, it is important that EIMs review and validate the need to retain stored engines. AMARG engine inventory is included in the AF Comprehensive Engine Management System Database.

2.6.3. Consider priority reclamation potential available from AMARG engine resources when wholesale stocks are not sufficient to support critical requirements. If a critical part can only be obtained from an engine installed on or obligated to an aircraft in inviolate status, the EIM must contact the program office to obtain removal approval from AF/A4LY.

2.6.4. Authorize either disposal or approved secondary uses if reclamation is not a viable option. AMARG engines no longer useable as complete engines should be utilized for priority/save list reclamation supported parts.

2.6.5. Receive copies of all annual program office Migration Plans relating to the engines they manage. Migration Plans forecast future AMARG inductions and changes in aircraft storage categories that may make additional engines available to Engine Managers (EMs).

2.7. Item Managers will:

2.7.1. Consider reclamation as a potential source to satisfy critical requirements or replenish wholesale inventories to prevent out-of-stock conditions on various types of aircraft stored at AMARG.

2.7.2. Consider AMARG reclamation potential before generating purchase requests (PR). When wholesale inventory stocks cannot satisfy requirements, IMs should review requirements system data and coordinate with equipment specialists (ES) to consider priority reclamation support from AMARG stored aircraft.

2.7.3. Determine if stored aircraft might yield the required parts by reviewing AMARG Form 44. If applicable donor aircraft are available for parts removal the Item Manager for the next higher assembly should be the one to determine if a Form 44 is required to support the weapon system. IMs for the NHA must initiate an AMARG Form 44 at [AMARG Form 44](#) for approval by the applicable program office Weapon System Reclamation Officer. (T-2). (Refer to [Attachment 4](#) for AMARG Form 44 preparation instructions). The program office WSRO then identifies potential donor aircraft and submits the removal request to AMARG to determine if useable parts can be supplied in lieu of generating a PR (Refer to [Chapter 5](#)).

2.7.4. Process save list candidate items assigned to their RDS workbaskets for programmed/targeted and non-programmed reclamation within seven calendar days. (T-2). IMs must review requirements data for the potential save list candidates and coordinate with the equipment specialist (ES) to determine if candidate items meet criteria for save list inclusion.

2.7.4.1. To enable AMARG to successfully process programmed/targeted save list requests every IM must obtain access to the AMARG Form 44 system. (T-2). **NOTE:** IMs must submit a DD Form 2875 through the AMARG Form 44 site to request access.

2.7.5. Along with ESs and supervisors, respond to RDS workbasket items within time periods established in RDS and in AFMCMAN 23-5, V3, *Reutilization & Disposition System (D035G For Wholesale Items)*, Table 2.1. (T-2). Items not worked in a timely manner are identified by RDS as being “overaged.” Supervision at each level must take action to ensure save list actions are proactively worked to prevent save list candidates from becoming overaged.

Chapter 3

GENERAL INFORMATION

3.1. Aircraft Authorized for Reclamation Activity. When aircraft migrate from storage purpose codes XS or XT to XV, they become a source for program office approved priority reclamation to support active aircraft. When aircraft are assigned to a programmed/targeted reclamation project, they become a source for both priority reclamation to support immediate operating requirements and for programmed/targeted reclamation of parts required to replenish wholesale stocks. This chapter provides general information for the various reclamation categories, i.e., programmed/targeted, priority, non-programmed and engine. Refer to the applicable chapters for more detailed information related to a specific category.

3.2. Reclamation Consideration Prior to Initiating Purchase Requests (PRs).

3.2.1. Each IM organization must develop a process to prompt IMs to consider an NSN's reclamation potential prior to executing PRs. A review of the monthly AMARG aircraft inventory in the Form 44 system shows if there are applicable Mission Design Series (MDS) aircraft that may be a source of required parts.

3.2.2. If there are no suitable donor aircraft, an IM must document reclamation was considered before proceeding with PR.

3.2.3. If there are applicable stored aircraft, IM must determine if there is a current programmed/targeted reclamation project under development or in work. If so, the IM must determine if it is feasible to add the required part to the existing save list. If the project is nearing completion and adding to a save list is not an option, the IM must submit a priority reclamation request to AMARG and attempt to obtain the parts. Priority backorders can be satisfied with Category A priority reclamation requests and assets required to replenish wholesale stocks may be satisfied with Category B priority reclamation requests (Refer to [Chapter 5](#)).

3.2.4. IMs need to ensure long-term reliance on reclaimed parts does not result in loss of commercial sources that jeopardize future support. In considering reclamation potential, IMs must strike a balance between utilizing reclaimed parts and procuring new parts.

3.3. Determining Parts Availability from AMARG Aircraft. AMARG cannot respond to informal customer requests for availability of specific aircraft or engine parts. In order to determine parts availability from AMARG aircraft, the SOS must generate an AMARG Form 44 request to the program office for submission of a priority removal request or, if the timing is right, add the required part to an applicable programmed/targeted reclamation save list and allow AMARG to determine if the part can be supplied in an acceptable condition. There is no listing of parts potentially available from AMARG stored aircraft. AMARG does not remove and warehouse parts in anticipation of potential future requirements.

3.4. Determination of Reclamation Requirements. Reclamation removals are driven by requirements system computations identifying items required for stockage in the wholesale supply system, high priority backorders or to satisfy appropriately authorized special projects.

3.5. Economic Considerations for Reclamation. A unit cost of at least \$250.00 is considered the minimum dollar value when justifying reclamation of a programmed/targeted, non-

programmed, engine or end item asset. This cost threshold is not an absolute value; it considers the average costs related to removing, cleaning, inspecting, packaging and shipping a reclaimed part. If there are constraints related to commercially procuring a part or other valid considerations, the dollar value of the required part is irrelevant and reclamation is an appropriate source of support.

3.6. Authorization to Submit Priority Reclamation Requests. All requirements for parts reclamation from AF managed aircraft, engines, or other end items must be submitted through the SOS for review and initiation of an AMARG Form 44. (Refer to [Attachment 4](#) for AMARG Form 44 preparation instructions). IMs order by NSN through the system. If a Part Number (PN) is given, IMs research to determine the NSN. IMs will coordinate with AFSC Part Number Support Supply Request (PNSSR) cell for cataloging action. If no NSN is cataloged, IMs will refer to the IM of the Next Higher Assembly (NHA) or Equipment Specialist (ES) to identify and source the item. A Stock Listed NSN that is the next higher assembly for this P/N should be used as a way to identify the IM. All items should be identified in the T.O. and the IM of the NHA or ES should know if a part number was replaced. Funding may be associated with the NSN of the next higher assembly authorized to use CSAG-SD. The IM for the NHA will forward the AMARG Form 44 to the program office WSRO for approval, aircraft selection, and submission to AMARG. Base level customers, support organizations, contractors, foreign governments, etc. are not authorized to go directly to AMARG for parts support from AF stored assets.

3.7. Authorization for Removals from Inviolate Aircraft.

3.7.1. If a part the customer requires is available only from XS or XT purpose identifier coded AMARG aircraft, the program office must provide justification and obtain written approval from AF/A4LY prior to submitting the AMARG Form 44 directing AMARG to remove the item. (T-2). The program office must furnish AMARG a copy of the AF/A4LY authorization to support removals from inviolate aircraft. (T-2). AMARG must retain a copy of removal authorizations in applicable aircraft records. (T-2).

3.7.2. AF/A4LY and the program office must arrange to secure replacements through the applicable SOS for parts authorized for removal from inviolate aircraft. If replacement is deemed necessary, the program office and IM must coordinate acquisition of the replacement part and direct shipment to AMARG. AMARG does not requisition replacement parts for inviolate aircraft. The program office will also coordinate with AMARG to determine if the replacement item must be reinstalled. (T-2). When the replacement part is shipped to AMARG, it is processed as a receipt into the AMARG storage account and obligated to the appropriate inviolate aircraft.

3.7.3. When authorizing removals from AMARG inviolate aircraft, approving officials must consider the type of part requested and the impact its removal would have on AMARG's ability to accomplish future re-preservation cycle maintenance tasks. Jeopardizing re-preservation could mean degrading the utility of an aircraft and limiting its potential to satisfy a future flying requirement. The immediate need for the part must be weighed against maintaining the integrity of the inviolate aircraft.

3.8. Technical Information Required Accomplishing Reclamation.

3.8.1. The success of the reclamation process is dependent on the accuracy and content of the technical information furnished by the customer. Equipment Specialists (ES) must ensure that

each reclamation request includes applicable aircraft or engine illustrated parts breakdown (IPB) technical order references, inspection criteria and any additional information that might help the reclaiming activity provide required parts in desired materiel condition codes. The IPB reference is critical to the reclaiming activity's ability to locate the requested part on the aircraft or engine. If there is absolutely no published technical information, the requestor must furnish drawings, specification sheets, or other information to enable AMARG to locate the part on the aircraft.

3.8.2. AMARG has extensive technical data resources, but they do not have complete technical files on every weapons system/engine. It may be necessary for AMARG to request copies of pertinent technical information from program office prior to reclamation of the requested parts.

3.8.3. AMARG retains the technical information developed to facilitate the removal of parts from stored aircraft in the Reclamation Removal Package Library. Retention of the technical work packages is required IAW AF Technical Order 00-5-2, *Technical Order Distribution System*, Paragraph 3-7.9. Availability of previously developed work packages saves the effort to research the same information each time a repeat part is requested.

3.8.4. Quantity per aircraft (QPA) is the correct term to utilize on all AMARG reclamation actions and non-programmed reclamation performed at other sites. For aircraft reclamation purposes, the QPA must always be the total quantity of a specific part installed on the whole aircraft, not the "quantity per assembly" or "quantity per article." The distinction between the terms is important. All AMARG Form 44 requests must compute the aircraft QPA figure to include total quantity of a specific NSN installed on a single aircraft.

3.9. Requirements for Tools and Equipment. AMARG does not have a full complement of tools and equipment unique to all stored weapons systems and engines. They may require program office, EIM, IM, or ES assistance in identifying and sourcing necessary tools and equipment to facilitate the part removal process. It is sometimes necessary for AMARG to arrange for maintenance-to-maintenance loan of specialized equipment required to accomplish removals.

3.10. The AMARG Asset Visibility System.

3.10.1. AMARG maintains aircraft asset visibility information in the AMARG Business System's C03 negative inventory report. Each individual aircraft has its own record of parts previously removed. This negative inventory record accounts for parts known to be missing from the aircraft at the time of arrival at AMARG and for all subsequent parts removals. C03 reports can be accessed through the AMARG Form 44 website at: [AMARG Form 44](#). The AMARG Form 44 web site contains information that is useful when evaluating the status and condition of specific aircraft.

3.10.2. Parts removal records are established at the time aircraft arrive for storage. Each aircraft is examined, records reviewed, and parts noted as missing are recorded in AMARG C03 data records. Subsequent parts removals are also recorded and become part of the negative inventory for each aircraft.

3.10.3. If a part is not recorded as previously removed, the assumption is the part is available on the aircraft. However, a number of variables impact C03 data integrity. Over time, circumstances contribute to degrading negative inventory accuracy.

3.10.3.1. Components not required for safety-of-flight are sometimes removed without authorization or documentation prior to aircraft delivery to AMARG. Some modifications or component updates may not have been properly recorded in the aircraft records.

3.10.3.2. Next-higher assemblies, over-assembled parts or large structural assemblies may have been removed and identified in the AMARG C03 report as the removal of one item. The individual components that were part of a much larger assembly may not have been recorded.

3.10.4. The only way to be certain if a required item is available is to submit the removal request to AMARG so they can physically check aircraft/end items for parts availability. If the part is available, the priority removal is processed and the customer's order is filled. If AMARG determines the part is unavailable, AMARG will update the Form 44 database. The program office or EIM can then confer with the IM and attempt to obtain support elsewhere.

3.11. Supply Condition Codes for Reclaimed Materiel.

3.11.1. Reclamation requisitions should request materiel in the required supply condition codes and all reclaiming activities should attempt to provide the parts in the condition codes requested. If the reclaiming activity cannot provide parts in the desired condition, the IM must be informed and determine if a lesser condition is acceptable. To prevent unnecessary delays and further mission degradation, when parts are shipped directly from AMARG to base level customers they must be in the best possible condition to satisfy critical shortages.

3.11.2. Save lists actions for programmed/targeted, non-programmed, and engine reclamation must identify the supply condition codes required. If the computation includes an adequate supply of reparable carcasses, the IM should request serviceable, "A" condition materiel. Reclaiming "R" condition assets which prove to be unserviceable will result in increasing the amount of reparable carcasses.

3.11.3. AMARG reclaimed parts are assigned supply condition codes A, F or R. Reclamation performed at sites other than AMARG is assigned supply condition code A, F, R or K. Reference DLM 4000.25-2, *Military Standard Transaction Reporting and Accountability Procedures (MILSTRAP)*, Appendix 2.5 for supply condition code definitions.

3.11.4. Serviceable, supply condition code A, reclaimed parts are most generally preferred. However, there are requirement computations identifying the need for unserviceable, supply condition code F assets. IMs may require reparable carcasses to support repair programs, need assets suitable for modification/upgrade, or be willing to accept unserviceable, supply condition code F assets if there is absolutely no other source to obtain the parts. Supply condition code R, suspended reclaimed parts awaiting condition determination, may be requested from AMARG if the reclaiming activity does not have capability to determine the actual condition.

3.11.5. AMARG Form 44 requisitions submitted to AMARG should reflect the customer's true supply condition code requirement. If the requirement is for condition code A, AMARG must make every reasonable effort to inspect and test the reclaimed parts to verify the true materiel condition. If AMARG does not have the maintenance skills or test equipment to determine the true condition, they must request the program office verify the customer is willing to accept the part in condition code R. (T-2).

3.11.6. There are circumstances when it may be necessary to ship condition code R priority reclamation parts from AMARG to a depot or to a contractor facility for condition inspection/repair prior to sending the parts to base level customers. IM generated AMARG Form 44, submitted through the program office WSRO function, must provide AMARG with ship to/mark for information for the shipping document in order to facilitate tracking the part through depot inspection/repair process and ensure it is shipped to the requisitioner upon completion.

3.11.7. When the reclaiming activity does not have capability (i.e., skills, manpower or test equipment) to inspect and verify the materiel condition of reclaimed parts, supply condition code R (suspended stock) is assigned. Generation of parts in R condition should occur only when the reclaiming activity cannot determine the true materiel condition or the customer requests "R" condition, not for expediency in satisfying removal requests. The goal is to provide the customer with condition code A parts and minimize the use of condition code R.

3.12. AMARG Capability to Inspect and Determine Materiel Condition.

3.12.1. Programmed/targeted and priority reclamation customers are best served when AMARG has the ability to check and test reclaimed parts and generate serviceable materiel.

3.12.2. AMARG must periodically review its maintenance functional check and test capability database. This database is maintained by NSN and identifies parts AMARG can functionally check to determine actual supply condition codes. This information can be a valuable resource to program office, IM and ES personnel. Whenever practical and economically feasible, AMARG should consider acquiring additional functional check capabilities, test equipment and maintenance skills necessary to increase the ability to perform condition verification. AMARG must contact automated test system or support equipment item managers to ensure the most up-to-date equipment is ordered or to assist in answering support questions.

3.12.3. AMARG has the capability to perform inspections for supply condition code determination on a wide range of parts such as structural fittings, panels, etc. The following methods are examples of this type of inspection: x-ray, visual, common measuring devices, liquid penetrants and magnetic particle inspections, etc.

3.13. Reclamation of DLA Managed Parts.

3.13.1. Defense Logistics Agency (DLA) participation in reclamation is limited to AMARG priority reclamation requisitions. AMARG Form 44s are initiated by the DLA supply representative and routed through the applicable aircraft program office or EIM for AMARG removal authority and donor aircraft selection. DLA provides funds to AMARG for the removal, inspection, packaging, and shipment of DLA managed NSNs. DLA focal points are authorized to submit an AMARG Form 44 only for DLA managed items. See [Chapter 5](#) for additional details on priority reclamation.

3.13.2. Reclamation actions for DLA (SMS/BC 9) items at AMARG are normally initiated by a DLA representative through the AMARG Form 44 system.

3.13.3. DLA provides five funding sources to AMARG that can be used for Priority Reclamation: OC-ALC, OO-ALC, WR-ALC, DLA, or Navy.

3.13.4. The ALC requesting the work is decremented using the AF Form 185, *Project Order* that is sent at the beginning of the Fiscal Year.

3.14. Signal Codes for Shipment of Reclaimed Parts.

3.14.1. Signal codes A and D are utilized in shipping documents for reclaimed materiel. Exceptions must be reviewed and authorized by the IM.

3.14.2. Programmed/targeted reclamation assets shipped to the Inventory Control Point (ICP) are received and capitalized as inventory adjustments to supply inventory. The IM requesting parts via the save list is considered the requester and no billing or credit is required. Signal code D applies.

3.14.3. Priority reclamation assets are shipped as redistribution orders passed to AMARG from the program office or the EMs, in response to a customer's Military Standard Requisitioning and Issue Procedures (MILSTRIP) requisition. Signal code A applies.

3.15. Supply Receiving Procedures for AMARG Priority Reclamation Shipments. Supply receiving activities process receipts from AMARG priority reclamation shipments in the same manner as stocks received from the wholesale supply system.

3.16. Considerations for Reclaiming an Aircraft More than Once. Unusual circumstances may require that aircraft previously reclaimed and currently held in Reclamation Insurance Type (RIT) status be reclaimed a second time. If the initial save list was relatively small and the requirements computation status has changed significantly, program office personnel may elect to re-reclaim the aircraft by applying a new, current save list. The program office must request assignment of a new reclamation project number and a new save list from the RPCM using instructions from [Chapter 4](#). Prior to requesting a new save list, the program office should request AMARG C03 reports for each aircraft in question to determine the extent of prior reclamation activity and assess potential benefits which might result from a second reclamation effort.

3.17. Protection/Preservation of Reclamation Status Aircraft.

3.17.1. AMARG reclamation status aircraft (preservation level 4000) are not normally resealed after programmed/targeted reclamation removal actions are completed. Upon completion of programmed/targeted reclamation, AMARG must process aircraft in accordance with applicable AF Form 913 instructions.

3.17.2. If the program office decides to retain the aircraft in RIT status to support future parts requirements the disposition response to AMARG must request aircraft be resealed, as necessary, to ensure protection from the elements during the RIT storage period. The program office must assess the physical condition of newly assigned RIT aircraft to determine what preservation actions must be accomplished. Minimal resource protection ensures exposure to weather elements does not jeopardize the likelihood of reclaiming more useable parts in the future. AMARG must develop procedures to ensure any additional customer requirements for protection of RIT status aircraft are reviewed and then take necessary action. If the program office directs retention of aircraft in RIT status for access to structural parts and needs no future preservation or reseals, no further action is necessary.

3.17.3. Costs related to the initial reseat upon assignment to RIT status are legitimately charged to CSAG-S funds. Reseal costs associated with accessing priority reclamation parts are funded as a customer CSAG-S cost associated with the removal of the part.

3.17.4. If the program office requests additional resource protection measures, they must coordinate the desired level of protection and associated costs with AMARG/OBW. CSAG-S funds are not authorized for additional resource protection action.

3.18. Reclamation Actions that Immobilize the Donor Aircraft. Reclamation of parts that will immobilize the donor aircraft, e.g., struts, wheels, landing gear, etc., must be coordinated with AMARG. It may be necessary to provide AMARG with condemned parts suitable for AMARG use to facilitate movement of the aircraft later. It is a joint responsibility of the program office and IM to arrange for shipment of the condemned replacement parts to AMARG. If condemned parts are not available, it may be necessary for AMARG to relocate the aircraft to a more appropriate storage location and then build storage modules to support the aircraft after the required parts have been removed. Costs related to installation of condemned parts or the construction of storage modules are considered a cost related to the reclamation of the required parts and must be charged accordingly.

3.19. Reclamation of Component Parts. Component parts, e.g., circuit cards, diodes, etc., of a next higher assembly should be considered for reclamation only when there is no requirement for the higher assembly/end item. These type of parts, commonly referred to as shop replaceable units (SRUs) should not normally be included in a programmed/targeted reclamation save list. The intent is to give first preference to utilizing the next higher assembly (sometimes referred to as line replacement unit) instead of subjecting it to component removals. However, circumstances may warrant removal of internal components.

3.20. Parts Removed during AMARG Storage Induction.

3.20.1. Certain categories of materiel are removed from aircraft during processing into storage at AMARG (Refer to [Chapter 9](#)). Parts are turned in to the AMARG storage account.

3.20.2. Munitions are turned into Combat Ammunition System (CAS) for immediate reporting and disposition processing. Munitions are not part of the reclamation activity and must never be included in programmed/targeted reclamation save lists.

3.20.3. Classified parts removed from stored aircraft (other than inviolate status) are normally reported to the IM for immediate disposition. In consideration of the limited availability of classified vault storage space at AMARG, the AMARG Business Office should request disposition instructions prior to the arrival of excess aircraft parts. The advance disposition authority permits immediate shipment of the classified parts. Classified parts obligated to inviolate status aircraft may be stored at AMARG as long as adequate vault storage space is available.

3.20.4. Miscellaneous parts subject to deterioration or pilferage and hazardous parts are also turned in to AMARG storage account for retention or disposition, as appropriate.

3.20.5. The aircraft program office may recommend parts critical to long-term sustainability of the weapons system and judged likely to deteriorate due to high temperatures and other environmental conditions be removed from the aircraft and placed into AMARG's storage account, obligated to the aircraft from which they were removed. Because of AMARG warehouse storage space limitations, these procedures should be utilized on a limited basis. Items approved for storage must be evaluated and approved by the program office and IM and coordinated with AMARG on a semi-annual basis. Warehouse storage increases the possibility critical parts can be utilized to satisfy future requirements and protect against diminishing

sources of supply. Parts held in AMARG storage (obligated to STV or STX/D projects) are available to support priority reclamation requirements, at the direction of the program office.

3.21. Reclamation of Over-assembled Parts. Circumstances may justify the reclamation of *over-assembled* parts. This situation occurs when it is necessary to remove the requested part and additional attached parts. If removing the attached parts would damage the requested item or cause a recipient extensive maintenance work, IMs can authorize removal of the over-assembled part. Approval for over-assembled parts must be justified by a valid maintenance concern, not simply for expediency or the convenience of the reclaiming activity.

3.22. Save List Validity.

3.22.1. Save lists are valid for one year from date of issue by the RPCM. It is very important for all participants to complete their portion of the process within allotted time frames to ensure completion of all save list activity on a specific project within the one-year time frame.

3.22.2. A save list is, in effect, a snapshot at a point in time and uses requirements data current at the time the save list was prepared. As requirements change over time and the computation gets further out of date, there is a growing risk of over-reclaiming some items and under-reclaiming others.

3.22.3. IMs must consider adding items to a current save list if requirements have increased and reclamation offers potential relief. This same consideration must be made for deleting items if requirements have decreased and continuing reclamation would generate excess assets. If the save list has progressed to “in work” status at AMARG, it may be better to submit the “add on” requirement as a Category “B” AMARG Form 44 priority request instead of adding it to the save list in progress. IMs should confer with AMARG planning and scheduling personnel to determine the best course of action.

3.23. Pre-Planning to Support Projected Reclamation Projects. The program office must consider the benefits of reclamation when developing strategies for long-term sustainment of active weapons systems. Pre-planning for the eventual deactivation of aircraft and subsequent parts reclamation can pay major dividends. Often, shortages of peculiar tools and equipment hamper AMARG’s ability to effectively and promptly execute the requested reclamation removals of the program office. Establishing a preliminary dialogue between AMARG/OBW and the appropriate weapons system points of contact provides valuable lead time needed to identify and resolve potential constraints related to skills, training, facilities, equipment, tools, technical data availability, etc. This is especially important if the weapon system will be a new MDS in the AMARG inventory.

3.24. Reclamation Requisition. AMARG Form 44s are utilized to request priority reclamation of parts from AMARG stored aircraft and aircraft engines.

3.25. Unit Cost of Reclaimed Parts. Reclaimed parts have the same unit cost as like parts issued from wholesale stocks. There is no reduced price assigned to reclaimed materiel. The standard pricing structure applies. Free issue is not authorized.

3.26. Reclamation of Crash Damaged Aircraft. Crash damaged aircraft must not be reclaimed without prior program office authorization. Refer to AF Technical Order 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures*, Paragraph 6.1.2., AF

Technical Order 00-20-2, *Maintenance Data Documentation*, Paragraph 7.12.2., and AFI 51-503, *Aerospace Accident Investigations*, Paragraph 9.6., for additional guidance.

3.27. Nuclear Weapons Related Materiel (NWRM). Stored aircraft at AMARG may contain NWRM coded parts. AMARG must follow provisions of AFI 20-110, *Nuclear Weapons Related Materiel Management* procedures to ensure proper removal actions are in compliance.

Chapter 4

PROGRAMMED/TARGETED RECLAMATION

4.1. Programmed/Targeted Reclamation. Programmed/Targeted reclamation is the process used to accomplish routine reclamation of aircraft located at AMARG.

4.2. Migration of Aircraft to Programmed/Targeted Reclamation.

4.2.1. The program office IAW AFI 16-402 determines the appropriate time to migrate aircraft to programmed/targeted reclamation projects. If aircraft are already located at AMARG and assigned to purpose identifier codes XS, XT, or XV, AF/A4LM issues an AF Form 913 directing AF AVDO to transfer specific serial numbered aircraft to purpose identifier code XX or XD when requested by the program office. Aircraft with purpose identifier code XX will be transferred to Reclamation Insurance Type (RIT) storage projects upon completion of programmed/targeted reclamation. Aircraft with purpose identifier code XD will be authorized for disposal after programmed/targeted reclamation is completed.

4.2.2. Program office personnel must factor in lead times and address resource requirements before initiating each save list request through RDS. Factors include, funding projections well enough in advance to ensure funding is available to execute each save list. For example, forecasted programmed/targeted reclamation save list requirements for an upcoming fiscal year will likely pass to FM officials 9-12 months ahead of time for planning purposes.

4.2.2.1. Program office coordination with the AMARG Business Office is required to ensure availability of planning resources and workload capacity and to validate assigned tail numbers.

4.2.2.2. 448 SCMW/FM will lead the forecasting effort by providing funding projection timeline requirements to Aerospace Sustainment Directorate's program office and organizations they support. Program office personnel must coordinate with their respective 448 SCMW/FM to ensure there is a mutual understanding of time-frame requirements. **NOTE:** Do not initiate save lists in RDS until funding and AMARG workload is planned to support the actual save list parts removal and shipment process.

4.2.2.3. AMARG workload planning officials will provide program office personnel with planning/costing factors based on historical data from previous reclamation projects. **(T-2).** Program office personnel will then forecast future programmed/targeted reclamation save list requirements and forward the information to 448 SCMW/FM. **(T-2).**

4.2.2.4. Program office funding requirement projections must consider the number of aircraft identified on future projects. Prior priority reclamation activity must also be factored into estimating processes when developing funding projections to ensure they reflect current status of the aircraft. For example, aircraft that have been at AMARG for several years may have been reclaimed extensively already, while new aircraft arrivals will be relatively complete.

4.2.3. The program office must contact the RPCM to request a save list project number and save list initiation through RDS after all funding and AMARG workload pre-planning and coordination has been accomplished.

4.2.4. The program office is responsible for coordinating with AMARG to determine when programmed/targeted reclamation can be accomplished if aircraft are assigned to STX and STD projects.

4.3. Assignment of Programmed/Targeted Reclamation Project/Save List Numbers. The programmed/targeted reclamation project/save list numbers are assigned sequentially by D035G RDS. The format used is PGM-Z0-014. The next assigned number would be PGM-Z0-015. The short form of a programmed/targeted reclamation project/save list number is PZ0014.

4.4. Save List Time Frame Requirements for Programmed/Targeted Reclamation of AMARG Aircraft.

4.4.1. The following time frames apply to the save list development process at ALCs and to AMARG's planning, removal, and shipment processes. Days referenced in this section are calendar days.

4.4.1.1. The requirement is to complete the total process for each programmed/targeted reclamation project within a 12 month period, starting from the time the save list is released by the RPCM until all parts removal and shipment actions are completed at AMARG. The size of the save list and the number of aircraft on the reclamation project may permit completion in less time or may cause the project to exceed the 12 month time frame. The goal is to compress this time frame as much as possible and to capitalize on process improvements.

4.4.1.2. Once the RPCM releases a save list project to the RPCOs a 30-day suspense is established for completing the RDS process.

4.4.1.2.1. Lead RPCOs must ensure all save list candidate reviews are completed on time to include those managed at other sources of supply. This will require coordination with other RPCOs to ensure work is completed on time. In addition, item manager and equipment specialist supervisors must work with RPCOs, as required, to ensure save lists are completed within established time frames.

4.4.1.2.2. After save list candidates are reviewed by the IM and ES and approved by an IM supervisor, requests are transmitted directly to AMARG Form 44. **NOTE:** The manual save list transfer has been replaced with a direct interface between D035G and AMARG Form 44.

4.4.1.2.3. Program offices are authorized a maximum of 14 days to review the save list and coordinate any add-ons or deletions with RPCOs.

4.4.1.2.3.1. Program office personnel will advise the lead AFSC RPCO of any items removed from the save list as potential candidates for reclamation along with supporting rationale for each NSN removed. Lead AFSC RPCOs will route this feedback to the responsible item managers along with supporting rationale on each NSN removed. **(T-2)**.

4.4.2. Lead AFSC RPCOs will advise the program office, AMARG Business Office, and RPCM when established timelines cannot be met and provide an updated estimated completion date. **(T-2)**. Situations not resolved locally will be elevated through the chain of command.

4.4.3. A 45-day goal is established at AMARG to prepare reclamation work control documents, loading save list information into the AMARG Business System and providing a workload cost estimate to the applicable program office.

4.4.4. A maximum six-month suspense period is established for the actual removal and shipment of the save list parts. When feasible, time periods should be minimized and the projects completed as soon as possible.

4.4.5. AMARG must review the status of all current and forecasted programmed/targeted reclamation projects monthly. If delays are anticipated, AMARG/OBW will notify the program office to ensure funding and AMARG manpower availability will not be impacted.

4.5. D035G List Initiation.

4.5.1. RPCM begins development of each new save list by initiating a reclamation request through D035G RDS. Both repairable and consumable NSNs (AF managed items only), except for DLA managed consumables, are identified. RDS interfaces with the D200A and D200F systems to generate save list candidates by NSN. RDS cannot generate a save list unless the MDS is listed in the D200F MDS table. If weapon systems are not included in D200F, i.e., contractor logistics supported weapon systems, program office personnel must work with their supporting item management function to develop alternate means of identifying and tracking reclamation requirements.

4.5.2. When RDS has produced an initial list of save list candidates, they are released through RDS by the RPCM. The RPCM also transmits an e-mail notification summarizing save list project details to each AFSC RPCO and the program office. Notices include information on the number of NSN candidates released, save list project number, aircraft MDS, lead AFSC RPCO (RPCO located at the ALC with program office and EIM responsibility for aircraft being reclaimed) for the save list, and other pertinent information. This 30-day notification starts the timeline for the save list development cycle.

4.5.3. RPCOs release all candidate items through RDS and provide supplemental instructions as required.

4.5.4. IMs, ESs and IM supervisors are notified of pending RDS workload upon login to D035G.

4.6. Save List Candidate Considerations.

4.6.1. The preparation of comprehensive a programmed/targeted reclamation save list is critical to the success of the AF reclamation program. The RDS system identifies candidate items which must be thoroughly evaluated to determine if they should be included on the save list. Some of the questions that must be considered include:

4.6.1.1. Is it economically feasible to reclaim the part? Do requirements computation data indicate a need for the item? Is it likely the item can be successfully reclaimed? ES personnel must consider physical characteristics and technical requirements in determining if parts are suitable for reclamation. For example, certain aircraft parts are designated "drill to fit" upon installation and are not valid reclamation candidates. In other cases, parts may be made of rubber or other materials that do not maintain original shape or fit if reclaimed. IMs and ESs have authority to delete save list candidates that cannot be successfully or economically reclaimed.

4.7. Determining the Correct Quantity for Reclamation.

4.7.1. The quantity must reflect the actual buy/repair requirement, even if the number far exceeds the quantity of parts that could possibly be reclaimed from the aircraft on the programmed/targeted reclamation project. The number of aircraft initially assigned to a specific reclamation project is subject to change. Documenting actual requirement quantities ensures no matter how many aircraft are added to or deleted from the specific reclamation project, the proper number of parts will be removed.

4.7.2. For example, if there are initially 10 aircraft on the project and each aircraft can yield one part, IMs might be inclined to enter the quantity 10. However, if additional aircraft are added to the project later, a maximum of 10 parts can be reclaimed. Beyond the 10th aircraft inducted into work, the item will not reflect as a requirement and the parts will not be reclaimed. Entering the total buy quantity ensures the correct amount will be reclaimed from the project, no matter how many aircraft might be added to the project.

4.7.3. This same logic holds true for items having a small requirement quantity. If a limited quantity of an item is required, entering the actual number ensures that once the required quantity has been reclaimed, no additional, excess parts will be reclaimed.

4.7.4. Under-reclaiming deprives the wholesale system of assets that could offset a future buy; over-reclaiming creates wholesale stock excesses. Neither condition should occur if the actual buy/repair requirements are entered accurately.

4.8. Save List Consideration for Items Not Included in the RDS Interrogation Output. Program office, EIM, IM and ES personnel may recommend items be added to save list projects based on experience gained through day-to-day weapon system support knowledge. All requests require coordination through the assigned IM, ES, and supervision chain.

4.9. Preparation for Valid Candidate Items. When an IM/ES review determines an item is a valid reclamation candidate AMARG Form 44 Removal Request must be completed. It is important to include all information that will be useful to the reclaiming activity and increase the likelihood of successfully reclaiming the part. T.O. information entered on forms must contain aircraft specific T.O. figure and index references and not commercial or commodity T.O. references. **(T-2)**. Refer to [Attachment 4](#) for AMARG Form 44 preparation instructions. The IM, ES and IM supervisors must review all forms to ensure they are complete and contain correct technical order information, etc. **(T-2)**. Making corrections prior to final supervisory approval is critical because corrections can be communicated and transmitted electronically. Errors discovered after final supervisory approval must be worked manually. Incomplete or inaccurate forms must be corrected prior to final supervisory approval.

4.10. Due-in Asset Records for Programmed/Targeted Reclamation NSNs.

4.10.1. IMs must not load due-in asset records for save list items potentially available from reclamation projects. Loading due-ins creates an unacceptable level of risk and unreasonable expectations.

4.10.2. The potential yield from reclamation projects is too variable to risk loading positive due-in quantities. There is no way to accurately project what percentage of assets might be generated in a useful condition. If aircraft have been in storage at AMARG for a long time before undergoing programmed/targeted reclamation, they have most likely been subjected to

numerous priority reclamation actions while in storage and the likelihood of generating serviceable or repairable assets diminishes as time goes on in the desert environment. If due-ins are loaded and procurement actions are deferred in anticipation of receiving the reclamation assets, the ability to support customer requirements will be compromised if reclamation assets do not materialize. As a result, IM's lose critical procurement lead-time when this happens.

4.10.3. If parts are successfully reclaimed, there is a risk of procuring excess assets because the reclamation due-ins are not loaded. If monthly save list activity reports show programmed/targeted reclamation projects are generating a flow of useable assets, IMs must review the current asset position. If the reclaimed assets, along with outstanding PRs, create an excess condition, IMs must evaluate the situation. IMs must decide if the reclamation effort should be terminated or the PR quantities should be reduced or terminated. Compression of the save list development cycle timeline and completion of programmed/targeted reclamation projects in a timely manner at AMARG minimize the risk of generating excesses.

4.11. Late Generating Save List Candidate Items. Requirements change with every computation cycle so it is almost certain there will be additional candidate requirements to consider during the course of executing a given programmed/targeted reclamation save list. The common term for these items is "stragglers." They may generate from D035G any time after the initial set of save list candidates has been released. IMs must consider adding the items to the current save list if requirements have increased and reclamation offers potential relief or deleting items if requirements have decreased and continuing reclamation would generate excess assets. If the save list has progressed to "in work" status at AMARG, it may be better to submit the "straggler" requirements as Category "B" priority removals instead of adding them to the save list in progress. The IM must confer with the program office to assess the timing and determine the best course of action.

4.12. Communication and Coordination. During the reclamation process, it is essential to have an active dialogue among all key players. AMARG must seek assistance from ALC technical resources if additional information is required.

4.13. AMARG Save List Actions.

4.13.1. AMARG responsibility for an AF programmed/targeted reclamation project begins when AMARG/OBW receives the complete save list package from the aircraft program office.

4.13.2. AMARG/OBW accepts the new workload and advises the AMARG Commodities Reclamation Squadron and AMARG/OBR points of contact that a new save list has been received.

4.13.3. If any of the project aircraft are authorized for transfer to the National Museum of the United States Air Force (NMUSAF) program after completion of reclamation, AMARG must take care to limit the scope of the save list applied to those specific aircraft. The Museum and the program office must review the save list to identify items that, if removed, would limit the display value of the aircraft to the museum program. However, to the extent possible, all critical items, R-1 current buy requirements and R-2 current year repair requirements must be reclaimed. It may be possible to substitute condemned or unsuitable items in place of the reclaimed items to preserve the outward appearance of the aircraft.

4.14. AMARG Save List Preparation and Aircraft Reclamation.

4.14.1. AMARG/OBW forwards the new save list project to the Reclamation Planning Function.

4.14.2. AMARG reclamation planners assemble a detailed technical data package for each item. Reclamation controllers load stock number data records if the items are new to the AMARG reclamation system or verify the accuracy of the item record data if the NSN has been loaded previously.

4.14.3. AMARG reclamation planning personnel review the save list items, coordinate changes/deletions with program office, IM and ES points of contact, finalize the content and prepare the save list technical work package for execution at AMARG. Reclamation planners must consider all technical aspects related to removal of parts, identify requirements for and determine the availability of special tools and equipment. Also, it must be determined if AMARG has the capability to test and verify the condition of the reclaimed materiel based on the inspection criteria furnished by the ES. The development of a comprehensive work package for each line item on the save list increases the likelihood of successfully locating and removing requested items.

4.14.4. AMARG planners estimate the hours to accomplish each programmed/targeted save list project and send the estimate to AMARG/OBW. AMARG/OBW communicates this cost information to 448 SCMW/FM and the program office POCs no later than 45 days after receiving the save list package. (T-2). Afterwards, the program office, 448 SCMW/FM, and AMARG/OBW personnel review the requirement to ensure adequate funding is available. If additional funds are required the team will work together to secure funding. Aircraft associated with each specific project can be inducted into AMARG's programmed/targeted reclamation work processes and the save list parts removed and shipped once it is determined adequate funding has been secured. Upfront funding forecast efforts must ensure adequate funding is available to support programmed/targeted save list removal schedules.

4.14.5. AMARG must make every reasonable effort to remove urgency code R1 (current year buy) and R2 (current year repair) save list items as early in the reclamation process as feasible. Prompt reclamation of these requirements has the potential to offset procurement action and increase the value of the reclamation process to the AF. Refer to AFMCMAN 23-101 V1, *General D200A/N Information*, for further guidance.

4.14.6. During the course of reclamation, if AMARG finds NSNs or part numbers installed other than those listed as acceptable, they must contact the IM regarding the acceptability of substitute parts. AMARG must initiate such queries in a prompt manner and the IMs must respond within five workdays. (T-2).

4.14.7. If AMARG maintenance personnel identify parts they believe should have been included on the save list, they must contact the responsible IM. AMARG's experience with past projects or priority reclamation activity may help identify parts not identified during initial save list requirements development processes. IMs must respond within five workdays and either add the items to the existing save list, submit Category B priority reclamation requests if the save list is almost completed, or advise AMARG there is no requirement for the parts in question.

4.14.8. If AMARG finds the reclamation of certain parts to be questionable from an economic or materiel condition consideration, they must query the IM to determine if they should

continue removing the parts in question. The IM determines if there is justification to continue reclamation and notifies AMARG of the decision.

4.14.9. All AMARG requests for clarification must be resolved by the IM before the save list can be completed. Delays must be communicated to the RPCM by AMARG/OBW. If the RPCM is unable to assist in obtaining requested information the reclamation request will be denied and save list project processed for closure. IMs must be notified on all denials and use the AMARG Form 44 process if requirements for parts in question remain.

4.14.10. When save list parts have been successfully removed, cleaned, inspected and tested within AMARG's capability, they are tagged to reflect the materiel condition code and prepared for shipment. DoD materiel condition code tags: DD Forms 1574, 1575 and 1577-2 are used on all reclaimed parts.

4.14.11. AMARG Stock Record Account Number (SRAN) FN2373 shipping documents are utilized to ship reclaimed materiel. A routine shipment priority 13 is assigned unless otherwise directed. AMARG must ensure any special "Mark For" instructions furnished by the requisitioner are included on the reclamation shipping document.

4.14.12. AMARG packaging is in accordance with DoD standards. Deviations from established packaging methods must be annotated on the AMARG Form 44 and approved by the responsible packaging specialist.

4.15. AMARG Reclamation Project Completion.

4.15.1. An AMARG programmed/targeted reclamation project is complete when all of the reclaimed parts have been shipped and all save list related administrative (including posting the Save List Project Summary Report to the reclamation SharePoint) and financial actions have been completed.

4.15.2. When AMARG completes execution of the programmed/targeted reclamation project, AMARG/OBW upon program office and AF/A4LM direction either assigns the aircraft to a RIT project (if the aircraft is assigned to an STX storage project) or initiates disposal processing (if the aircraft is assigned to an STD project).

4.16. AMARG Reclamation Activity Reports. AMARG must provide the program office, RPCOs and RPCM with monthly activity reports summarizing reclamation actions for each current programmed/targeted reclamation project. (T-2). Refer to [Chapter 10](#) for additional information.

4.17. Disposition of Aircraft Completing Programmed/Targeted Reclamation.

4.17.1. When all of the save list actions for a specific project have been completed, AMARG/OBW must contact the program office to determine disposition of the project aircraft.

4.17.2. The program office may elect to retain some or all of the reclaimed aircraft and direct AMARG to assign them to a RIT project or the program office may provide disposal authority. If the program office authorizes disposal, AMARG initiates the utilization screening process and either transfers aircraft to authorized recipients who pay all associated transfer costs or the aircraft are prepared for final disposal.

Chapter 5

PRIORITY RECLAMATION

5.1. Priority Reclamation Objectives and Categories. Priority reclamation of parts from AMARG stored aircraft provides support for critical operational requirements that cannot be satisfied from retail or wholesale system stocks. The highest priority requests, MILSTRIP priorities 01 through 08, are referred to as Category A priority reclamation. Category B priority reclamation, MILSTRIP priorities 09 through 13, is used in lieu of procurement to replenish stocks in advance of customer demands. Priority reclamation is also referred to as “priority removal.” Generation of serviceable reclamation parts is critical to increasing both the value and success of the AF reclamation program. Refer to [Chapter 3](#) for general reclamation policies and procedures.

5.2. Consideration of Reclamation Prior to Initiating Purchase Requests (PRs). AMARG priority reclamation potential must always be considered before initiating a PR. IMs must review aircraft application data and document reclamation was either attempted and did not generate the required assets or was not a viable option before initiating PRs.

5.3. Determining if Priority Reclamation is Appropriate and the Initiation Process. Priority Reclamation is considered when a priority requirement cannot be satisfied from retail system stocks and all other sources have been exhausted. If stock replenishment from procurement, repair sources, or other means is imminent, requirements should remain in backorder status and filled on a priority basis. When the SOS determines a priority requirement cannot be satisfied, the IM for the NHA is authorized to initiate an AMARG Priority Reclamation Form 44 request.

5.3.1. Before reclaiming assets using AMARG Form 44 application tool ensure lateral support options have been exhausted and ensure there are no on-hand assets to support the requirement. Computation must be in a computed buy requirement.

5.3.2. Then AMARG Form 44 tool will be used by the initiator to route each request to the appropriate program office and EIM for review and approval. The program office will submit AMARG Form 44 to AMARG.

5.3.3. DLA Aviation is the primary focal point for AMARG Form 44 initiation actions of DLA-managed items.

5.3.4. Alternative initiation processes will be determined by DLA, who will then advise AMARG of any significant process changes.

5.4. Category A Priority Reclamation Requisitions.

5.4.1. Category A, priority 01-08, reclamation requisitions are processed to remove aircraft parts or engine parts on an expedited basis to satisfy high priority requirements. Category A priority reclamation actions normally occurs when wholesale system inventories are depleted and procurement or repair sources cannot provide items to customer within required time frames.

5.4.2. MILSTRIP high priority requirements passed to AMARG for support will be worked on a 24-hour basis unless it is unsafe or impractical. AMARG will arrange for the most expeditious removal and shipment for these high priority requirements. They will also provide removal/shipping status through web based tools or telephone as required to the WSRO. The WSRO will provide AMARG status to the customer.

5.5. Category B Priority Reclamation Requisitions.

5.5.1. Category B, priority 9-13, reclamation requisitions are utilized when IMs require supply system stock replenishment to support anticipated requirements and there is no current programmed/targeted reclamation project to generate required parts. They are also utilized when IMs require a larger quantity of parts be removed, utilizing a negotiated, incremental delivery schedule. This generates an orderly flow of parts being removed and shipped in time to meet customer needs. It also allows AMARG more flexibility in allocating manpower resources and managing its priority reclamation workload.

5.5.2. Utilization of Category B priority reclamation allows AMARG to schedule workload more efficiently in order to satisfy both Category A and B requests in a timely manner. Utilizing a lower priority commensurate with stock replenishment/repair requirements permits IMs to bridge gaps in support, e.g., parts shortages, delays in meeting delivery schedules, etc., without abusing the priority system.

5.5.3. IMs should consider submitting Category B priority reclamation requisitions when stockage is a problem and they are repeatedly submitting Category A requests for the same items. Acquiring priority reclamation items for stock replenishment allows time for inspection of materiel, and, if necessary, repair, and return to serviceable stocks available to support future requirements.

5.6. Authorization to Submit Priority Reclamation Requests. AFLCMC program office personnel are acting as the IM when initiating AMARG Form 44 Priority Reclamation Requests for Part Numbers when there is no IM assigned. For Part numbered items where the National Stock Number (NSN) cannot be determined in D043A for proper Source of Supply/Budget Code (SOS/BC) assignment, refer to [paragraph 1.7](#). All priority reclamation requests must be submitted to AMARG by the authorized program office using AMARG Form 44. Refer to [Attachment 4](#) for AMARG Form 44 preparation instructions. AMARG Form 44s are initiated by the responsible SOS and forwarded to the program office and EIM via AMARG Form 44 for approval, donor aircraft selection, and submission.

5.7. Requesting Materiel in the Appropriate Supply Condition Code.

5.7.1. IM priority reclamation requisitions should reflect the customer's true supply condition code requirement.

5.7.2. If the customer's requirement is for serviceable (supply condition code A) materiel, AMARG should make every reasonable effort to inspect and test the reclaimed parts to verify true materiel condition. The requesting activity must provide AMARG comprehensive inspection criteria such as technical data references, drawings, or pictures. This ensures AMARG is providing the best support possible for AF critical operational requirements. It also minimizes potential for providing customers with "R" condition parts that prove to be unserviceable and result in additional delays.

5.7.3. If parts are required in serviceable condition and AMARG does not have maintenance skills or test equipment to determine the true condition, they must notify the requesting IM. IM personnel must then verify the customer is willing to accept parts in condition code R and notify the WSRO.

5.7.3.1. Circumstances may justify requesting parts in F or R condition but they should be the exception, not the norm.

5.7.3.2. The WRSO will work through the engineering/technical community to determine whether the risk of installing a part in unknown condition is acceptable for the weapon system platform or whether the part must be routed for inspection and/or repair/overhaul prior to shipment to the requesting organization.

5.8. Responsibilities for Requesting Accurate Priorities and Quantities.

5.8.1. IMs requesting priority reclamation support are responsible for ensuring requests passed to AMARG contain accurate priorities and reasonable quantities. AMARG has a finite number of man-hours available to accomplish the priority reclamation workload. Exaggerated quantities and priorities negatively impact AMARG's ability to satisfy valid requirements expeditiously. Category A removal requests must always reflect the customer's minimum required quantity. If larger than normal quantities are required, the minimum quantity possible should be processed with a higher priority and remaining requirements submitted on lower priority removal requests with negotiated, incremental shipment dates.

5.8.2. Priority reclamation requests passed to AMARG must reflect the priority of the customer's MILSTRIP requisition or backorder in the wholesale supply system. AMARG has both the authority and responsibility to challenge priorities and quantities when abuses are suspected. Questions or concerns related to the challenge process should be referred to the AFSC Lead RPCO for resolution.

5.9. AMARG Priority Reclamation Projected Shipment Time Frames.

5.9.1. AMARG's goal is to complete each priority reclamation request as soon as possible. The general time frames listed in [Table 5.1](#) are for reference purposes only and illustrate potential parts removal scenarios. The customer's original required delivery date (RDD) may no longer be relevant or may have already passed before the requirement is submitted to AMARG for priority reclamation action. There is no way to determine what other actions may have occurred between the time a requisition was placed in backorder status at the depot and the time it was passed to AMARG for priority reclamation. Because of this situation, when requirements are received at AMARG, they are assigned an AMARG projected shipment date commensurate with the customer's MILSTRIP requisition priority, Joint Chiefs of Staff (JCS) project code, Mission Capability (MICAP) indicator and AMARG expected time frames shown in [Table 5.1](#). Requirements are then integrated into the pending AMARG reclamation workload, based on factors considered above in establishing an AMARG projected shipment date.

5.9.2. Standard MILSTRIP shipment time frames cannot be applied to the AMARG priority reclamation process. Standard time frames are based on the shipment of serviceable parts from a warehouse. Priority reclamation parts from AMARG aircraft must first be located on the aircraft/engine, removed, cleaned, inspected/bench checked, packaged and shipped to customers. In consideration of these required actions, the following flexible time frames were developed for AMARG customers' general information and for planning purposes. These time frames are very general and allow for a wide variety of circumstances that may influence actual times required to satisfy priority reclamation requests.

5.9.3. **Table 5.1** , Degree of Parts Removal Complexity reflects AMARG reclamation planner’s best estimate of the processing steps and flow days required to complete each priority reclamation request. Many circumstances have the potential to impact the required number of flow days. The range of days within each “degree of complexity” category allows AMARG planners further latitude in assigning due dates. The following are general, simplistic examples of each degree of parts removal complexity:

Table 5.1. AMARG Priority Reclamation Projected Shipment Time Frames (Workdays, based on requisition priority and AMARG planning estimates).

MILSTRIP Priority	Degree of Parts Removal Complexity		
	<i>Low</i>	<i>Medium</i>	<i>High</i>
	Category A Requests		
Priority 1-3	1 to 5 days	6 to 9 days	10 to 14 days
Priority 4-8	5 to 8 days	9 to 12 days	13 to 18 days
	Category B Requests		
Priority 9-15	18-30 days	31 to 45 days	45 to 60 days

5.9.3.1. **Low.** An instrument easily removed from a cockpit panel, requiring minimum time to clean, bench check, package and ship.

5.9.3.2. **Medium.** A structural fitting requiring aircraft jacking or special tools/equipment to effect removal, etc. but is relatively simple to clean, inspect, package and ship.

5.9.3.3. **High.** A wing requiring heavy equipment/ballasts to accomplish the removal, construction of aircraft support modules and extensive packing and crating work to prepare it for shipment.

5.9.4. The “start time” for performance measurement begins when a program office approved AMARG Form 44 Removal Request is posted to the AMARG Form 44 web site. The “end time” occurs when the shipment is released to transportation.

5.9.5. **Table 5.1** assumes that if the customer requires “A” condition, serviceable parts and AMARG has the inspection capability, flow days will be computed to include time for AMARG inspection/bench check.

5.9.6. The projected shipment time frame is measured in “workdays,” not calendar days. AMARG normal days of operation are Monday through Friday. Exceptions are made for extremely urgent requirements that must be worked on a continuing basis until completion.

5.9.7. Once established, estimated ship dates must not be changed arbitrarily. AMARG must update status and notify customers through AMARG Form 44 Database web based tools or telephone when priority 01-08 shipment dates cannot be met.

5.9.8. AMARG will work with the appropriate Lead AFSC RPCO to find resolution to any frustrated cargo issues. (T-2).

5.10. Factors Affecting Priority Reclamation Time frames.

5.10.1. Many factors influence the length of time required to complete each priority reclamation request.

5.10.1.1. Initially, the most important thing is for AMARG to receive a complete and technically correct request. Correct technical data and comprehensive inspection criteria are especially critical to the success of the process and increase AMARG's ability to respond in a timely manner. Incorrect information or the absence of critical data cause unnecessary delays and require AMARG to return requests to obtain necessary information.

5.10.1.2. Some parts are difficult to access and remove from aircraft/engines. They may be installed in locations that are difficult to reach and require the use of specialized equipment. Certain removals may also require aircraft be placed on a hard surface so they can be put on jacks, etc. in order to remove the parts. Most priority reclamation parts removals occur out in the desert environment under less than desirable conditions which may add additional time to the process.

5.10.1.3. While AMARG has extensive technical data resources, they do not have complete technical files on every weapons system/engine. It may be necessary to request copies of pertinent technical information prior to priority removal of the requested parts.

5.10.1.4. Due to the extensive variety of aircraft stored at AMARG, it is both impractical and impossible for AMARG to have complete sets of peculiar tools and support equipment for each MDS. It is sometimes necessary for AMARG to borrow or acquire special tools and equipment required to accomplish the removal.

5.10.1.4.1. AMARG may require program office, EIM, IM, or ES assistance in identifying, locating and acquiring required tools and equipment needed to remove the parts. In some instances, it may be necessary to provide AMARG with specialized shipping containers or stands. If there are no suitable specialized containers available, AMARG may be required to fabricate specialized shipping devices.

5.10.1.4.2. AMARG must occasionally arrange for the maintenance-to-maintenance loan of required specialized tools/equipment. AMARG may also require official approval to deviate from using specified equipment, technical data and procedures or may require authority to locally manufacture tools required for removal of parts.

5.10.1.5. The priority reclamation timetable must also include the time required to inspect and bench check all the parts if AMARG has the capability. If the true supply condition code can be determined by AMARG maintenance personnel, parts must not be shipped in R condition.

5.11. Submission of Priority Reclamation Requisitions to AMARG.

5.11.1. Priority reclamation requisitions are submitted electronically to AMARG via AMARG Form 44 website. Access can be requested through [AMARG Form 44](#). Requests may be faxed or e-mailed to AMARG if the site is not operational due to technical problems. Requests for Category B support are submitted to AMARG utilizing the same procedures as Category A.

5.11.2. The site contains information regarding processing of AMARG Form 44 requests, tracking requests through the AMARG system, a complete history of previous submissions

and many other features. The site is subject to frequent revisions and updates. Contact AMARG for assistance if questions or concerns arise.

5.12. Donor Aircraft Selection for Priority Reclamation Support. IAW AFI 16-402, the program office must designate specific donor aircraft on each AMARG Form 44 submitted to AMARG for priority reclamation. As a general rule, parts requested to support priority reclamation requisitions should be initially sourced from reclamation or RIT category aircraft. If not available, the program office must identify potential donors in XX or XV status. If those also fail to yield a satisfactory part and the requirement is urgent enough to justify removal from inviolate status, (XS) aircraft, the program office must obtain authority from AF/A4LY.

5.13. Data Elements for Priority Reclamation Shipping Documents. AMARG generates shipping documents for priority reclamation materiel utilizing data elements furnished in the AMARG Form 44 online requisitioning system. The requesting activity must be certain all pertinent information such as Joint Chiefs of Staff (JCS) Project Codes, mark-for information for the receiving activity, special inspection criteria, etc. is furnished for proper completion of the AMARG Form 44 requirement. It is critical all information is accurate to ensure requests are processed as quickly as possible.

5.14. Supply Account Receipt Processing for AMARG Priority Reclamation Shipments. Priority reclamation receipts must be received and issued through the supply account receiving activity in the same manner as any other receipt. Normal funding rules apply – free issue is not authorized. Investment items received in R condition may be issued to maintenance for condition determination and then processed through supply as an issue/backorder release to the customer or turned in as unacceptable condition materiel.

5.15. Notice of Non-Availability of Priority Reclamation Materiel. If a priority reclamation request cannot be satisfied, the customer and WSRO must be notified at the earliest possible time. Non-availability notification is critical because the program office, EIM, or IM must seek another source to satisfy the user's aging requirement.

5.16. Providing Shipping Information to the Customer. AMARG must provide customers with shipment tracking information (date and method) as soon as possible.

Chapter 6

NON-PROGRAMMED RECLAMATION

6.1. Non-Programmed Reclamation.

6.1.1. The term non-programmed reclamation is used to describe reclamation of a single aircraft or small number of aircraft at locations other than AMARG. The program office is responsible for managing and coordinating timely non-programmed reclamation actions applicable to their weapon systems. Refer to [Chapters 3](#) and [4](#) for general reclamation and programmed/targeted reclamation procedures applicable to non-programmed reclamation.

6.1.2. Due to unique circumstances encountered in non-programmed reclamation scenarios, the program office may need to consult with the RPCM on a case-by-case basis.

6.1.2.1. The following list provides examples of non-programmed candidate aircraft:

- 6.1.2.1.1. Crash damaged or uneconomically repairable.
- 6.1.2.1.2. Located at AF training facilities.
- 6.1.2.1.3. Authorized for static display.
- 6.1.2.1.4. Not cost effective to transport to AMARG.
- 6.1.2.1.5. Ground Trainer (GITA).

6.2. Non-Programmed Save List Age. The program office may utilize an existing non-programmed save list or one for a comparable MDS if all actions can be accomplished within the one year that the existing save list is valid. A current non-programmed save list may be utilized as many times as necessary during this period. When the save list reaches its nine month point, the program office must request the RPCM initiate a new save list to support additional aircraft. (T-2). The new save list will be developed in time to replace the aging save list. The program office is authorized as required to maintain a current non-programmed save list available for immediate use on a continual basis to support workload forecasts.

6.3. Assignment of Non-Programmed Reclamation Project/Save List Numbers. A T-37 trainer non-programmed reclamation project number assigned in 2016 would be constructed as RCL-6T-001. The next sequential number for an F-4 fighter would be RCL-6F-002. Non-Programmed reclamation project save list number assignment format is:

Table 6.1. Non-Programmed Reclamation Project/Save List Number Assignment.

Positions 1, 2 & 3	Position 4	Position 5	Numeric Series
RCL (The prefix for every non-programmed)	0-9 (Last digit of calendar year)	A = Attack (Ground Support)	001-099 (Numbers are assigned sequentially)
		B = Bomber	
		C = Cargo	
		E = Surveillance	
		F = Fighter	

project number is RCL)	H = Helicopter
	T = Trainer

6.3.1. When a new save list is required, the program office must request the RPCM assign a new non-programmed project number and initiate the save list requirements development process in RDS (D035G). Program office personnel must factor in save list development lead times (approximately 30 days) and match them against customer need dates. This will ensure units performing reclamation receive save lists in a timely manner to support maintenance and aircraft movement/disposal processing schedules.

6.3.2. The RPCM notifies the requesting program office and RPCOs when a project number has been assigned and a save list is requested through RDS. RPCOs must track save list development progress and follow-up with Squadron/PD monitors to minimize delays. The Lead AFSC RPCO is responsible for ensuring a completed save list is submitted to the requesting program office within 30 calendar days after the project is released by the RPCM. (T-2).

6.3.3. Item manager and equipment specialist supervisors must work with RPCOs to ensure save lists are completed on time and take action to resolve delays. Once a save list is complete the lead AFSC RPCOs must notify the applicable program office it is ready and supply reclamation data for review.

6.3.4. IM asset due-in records must not be adjusted to reflect parts potentially available from non-programmed reclamation projects. The relatively small number of aircraft subjected to this type of reclamation and unpredictability of the parts yield make due-in data unreliable and misleading.

6.4. Parts Removal Limitations on Non-Programmed Aircraft. The non-programmed save list must be adapted to address each non-programmed save list use. Limitations and restrictions on removals must be coordinated with the activity performing reclamation functions. The program office may limit the extent of non-programmed reclamation parts removals from aircraft approved for transfer to museums and static display locations, conversion to Aircraft Battle Damage Repair (ABDR) training aids, or use as ground training devices, etc.

6.5. Parts Removal Factors to Consider.

6.5.1. Each non-programmed reclamation request is likely to have its own unique circumstances. The save list sent to the reclaiming activity will reflect adjustments made for that particular non-programmed reclamation request. In preparation for accomplishing non-programmed reclamation the program office must consider the following factors to determine the range of items to include on each particular save list application and address disposal or transfer related issues:

6.5.1.1. General condition of aircraft and circumstances that make it a candidate for non-programmed reclamation.

6.5.1.2. Reclamation site and available support facilities.

6.5.1.3. Technical limitations or special qualifications peculiar to items identified for reclamation.

6.5.1.4. Availability of packaging materials and shipping facilities.

6.5.1.5. Engine disposition from EIM –Options include engine removal, reclamation, or leaving in place. If reclaiming, disposition instructions will be required from EIM.

6.5.1.6. Availability of special shipping devices.

6.5.1.7. Aircraft demilitarization decisions/hazardous material considerations affect what action must be taken prior to transfer or disposal.

6.5.1.8. Hazardous materials decisions removal and disposition at the reclamation site.

6.5.1.9. Any other factors that might influence successful project completion.

6.5.2. Component parts (such as circuit cards, diodes, etc.) of a next higher assembly should be considered for reclamation only when there is no requirement for the higher assembly/end item. These type parts, commonly referred to as shop replaceable units (SRUs) should not normally be included in a programmed reclamation save list. The intent is to give first preference to utilizing the next higher assembly (sometimes referred to as line replacement unit) instead of subjecting it to component removals. However, circumstances may warrant removal of internal components.

6.6. Manpower and Funding to Accomplish Non-Programmed Reclamation. The program office must ensure units requesting non-programmed save list support understand that planning, manpower, and funding requirements are the responsibility of the possessing unit, i.e., requesting funds to support Packing, Handling and Crating. Manpower needed to remove parts from aircraft for turn-in to supply may be obtained from sources such as base level maintenance personnel who are technically qualified to perform required actions or qualified Guard or Reserve personnel. Non-programmed save lists will not be initiated in RDS unless resource requirements are planned and coordinated. Disposal of aircraft will not take place until AF reclamation requirements are met.

6.7. Reclaiming Function Responsibilities.

6.7.1. Organizations tasked with accomplishing non-programmed reclamation must record actions taken and properly account for all reclaimed assets in accordance with instructions provided by the program office. There may be occasions where program office or unit personnel may request items be added to save lists. These cases should be worked on an as required basis. NSNs being recommended should be identified and supporting justification be routed back to the assigned item manager for consideration. Lead RPCOs must assist in coordinating these actions and ensure feedback is provided to the requestor to allow for a final decision to be made in time to meet project completion timelines.

6.7.2. Reclaimed parts must be turned in to the local supply account as found on base, noncredit turn-ins and shipped to appropriate depot wholesale stocks or the repair activity specified on the accompanying spreadsheet. If the parts are turned in to the Standard Base Supply System, they should be identified as materiel condition code A, if serviceable, F, if repairable or K if in unknown condition. If the parts are turned in or shipped directly to depot wholesale stocks, condition codes A, F or R, reclaimed materiel in unknown condition, applies.

6.7.3. Personnel performing the non-programmed reclamation workload are not authorized to retain any parts for local use.

6.7.4. Reclaimed parts must be protected from damage and packaged for shipment IAW AFI 24-602 V2, *Preparation and Movement of Air Force Cargo*.

6.7.5. The reclaiming activity must annotate the spreadsheet to indicate parts removed and turned in to the local supply activity or annotate why removals were not accomplished. When reclamation is complete, return the spreadsheet to the issuing program office. Program office personnel must forward a copy to their Lead RPCO for filing. All action must be completed within 12 months of save list release by RPCM.

6.7.6. Packing, Handling and Crating will be funded IAW AFI 65-601 V1, *Budget Guidance and Procedures*, Section 10E.

6.8. Non-Programmed Reclamation Considerations for Museum and Static Display Aircraft.

6.8.1. When AF/A4LM offers aircraft to the NMUSAF Program, museum personnel must contact the applicable program office to determine the scope of any pending reclamation on subject aircraft. Aircraft may lose historical and display value when key components are removed, e.g., canopy, control surfaces, etc. NMUSAF may negotiate save list exceptions with the program office or EIM or may choose to reject the aircraft prior to transfer. Upon acceptance of the aircraft into the NMUSAF Program, the reclaiming activity must provide NMUSAF a copy of the completed Reclamation Save List. Refer to AFI 84-103, *U. S. Air Force Heritage Program*, for further guidance.

6.8.2. Aircraft assigned for display at NMUSAF, Wright-Patterson AFB, Ohio or subsequent reassignment to the National Air and Space Museum of the Smithsonian Institution, are subject to limited reclamation activity since they are the worldwide record copy for historical purposes. Refer to AFI 84-103 for additional guidance.

6.8.3. Aircraft or missiles transferred to the NMUSAF Program for display at other Air Force museums, static display locations, air parks or civilian sites are subject to reclamation. If the goal is to maintain the external appearance of the exhibit, parts must be carefully reclaimed to prevent or minimize any surface damage. In order to preserve the outward appearance, consideration must be given to substituting condemned or reparable items for parts removed during reclamation. In instances when condemned or reparable items are not available, it may be feasible to fabricate replacement parts critical to the external appearance of the display.

6.8.3.1. In accordance with AFI 84-103, gaining organizations bear the expense of moving, reclaiming or demilitarizing historical property. In the case of civilian museums, this cost cannot be at the government's expense.

6.8.4. When it is necessary to ferry an aircraft to a military display site, non-programmed save list parts necessary for one-time flight must remain on the aircraft and be removed upon arrival at its final destination. The receiving organization is responsible for removing required parts, returning all assets to proper inventory control points, and notifying the program office when all save list related actions have been completed.

6.8.5. The NMUSAF must inform the program office of assigned military display sites and provide a point of contact at each receiving organization. The point of contact coordinates reclamation for each assigned aircraft by serial number. Receiving organizations are responsible for proper removal and shipment of all property identified for save list reclamation.

Written certification will be accomplished by completing and signing AF Form 3580, *USAF Heritage Program Aerospace Vehicle Static Display Egress and Safety Certificate*. The NMUSAF must monitor reclamation progress and obtain written certification of completed actions for each loaned/donated aircraft. Activities having physical custody of aircraft are responsible for completion of all actions and related documentation associated with a save list.

6.8.6. In some instances, additional part requirements generate after completion of the initial save list actions and transfer of the aircraft to the NMUSAF Program. The program office, EIM, or IM may request authority for removal of critical components installed on NMUSAF Program aircraft. The program office, EIM, or IM and NMUSAF may also negotiate exchange of condemned parts that preserve appearance, completeness and historical accuracy of the Museum exhibit in exchange for serviceable or reparable components critical to operational requirements. The program office directs these type of requests, IAW AFI 84-103, Chapter 6, Paragraph 6.15., to NMUSAF who will forward requests to HQ AFMC/A4LM for review and recommendation.

Chapter 7

AIRCRAFT ENGINE AND ENGINE PARTS RECLAMATION

7.1. Engine Reclamation.

7.1.1. Program office level Engine Item Managers (EIMs) must consider excess aircraft engines for use either as whole engines or for their potential to yield spare parts to support other engines. Engines eligible for reclamation may be located at AMARG, ALCs, or other locations. Engines will not be authorized for disposal by EIMs until actions are coordinated with the applicable engine SOS to determine what items require reclamation. (Exceptions: mishaps causing engine damage, ground trainers where parts configuration is outdated, legacy engines where no active requirements exist.) RDS generated save lists will be used as a baseline for determining reclamation requirements for engine reclamation projects.

7.1.1.1. RDS generated save lists requests are initiated by inputting the Type Model Series (TMS) (e.g., F0100220, TF0033102A) and quantity of engines assigned to each project into RDS. Afterwards, it uses this information to pull bill of material data from D200F to gather the list of National Item Identification Number (NIINs) loaded against the TMS. Next, it compares the list of NIINs from D200F to requirements contained in D200A. NIINs with requirements in D200A are considered reclamation candidates and flow through the RDS workbasket process for subsequent review by IM, ES, and supervisory personnel. Once all items complete the RDS review process, items selected for reclamation are downloaded by the Lead RPCO onto a save list spreadsheet. Save lists are valid for one year (reference paragraph 3.22.1.).

7.1.1.2. Program Managers managing a TMS(s) that is not maintained in D200F, i.e., contractor logistics supported, must establish an equivalent process for identifying and tracking engine reclamation requirements.

7.1.1.3. The AMARG SRAN manager will contact the AFLCMC EIM for proper storage classification instructions if an aircraft reclamation project or priority removal request requires engine removals from aircraft. Requestor will be responsible for returning engines to the required storage classification and may require the cost to build/purchase a storage device.

7.2. EIM's Utilization of Migration Plans. EIMs must obtain copies of all annual Migration Plans from aircraft program managers (PMs) relating to their engines. When aircraft are no longer inviolate, EIMs gain control of engines and have authority to remove engines or reclaim parts. The program office is required to notify applicable EIMs when aircraft move into Type 2000 or 4000 storage at AMARG and become eligible for reclamation. EIM's must coordinate with aircraft program managers when requesting reclamation actions from aircraft in Type 2000 storage. EIM's knowledge of Migration Plan content gives them insight into long-term force structure changes. Official Migration Plans are consolidated by AFMC/A4FI annually.

7.3. EIM Authority for Engines/Engine Parts Installed on Aircraft Assigned to Type 2000 or 4000 Storage. Engines installed on or obligated to AMARG aircraft assigned to Type 2000 or 4000 storage are available for reclamation. The EIM is the approval authority for all engine/engine parts removals from aircraft in these storage categories. EIMs must coordinate reclamation

requests associated with engines with aircraft Program Managers (PMs) before reclaiming items from aircraft in Type 2000 storage.

7.4. Priority Reclamation of Engines/Engine parts located at AMARG. The process for priority reclamation of whole engines or engine parts from other than inviolate aircraft is the same as aircraft parts. To ensure proper supply discipline, all reclamation requirement requests for parts mounted to engines (internal or external) will be initiated by the SOS through AMARG Form 44, Removal Request process. The AMARG Form 44 submission must indicate the removal request is for an engine or engine part so it can be routed to the EIM for approval. Then to AMARG's EM for processing and subsequent updating of the appropriate Comprehensive Engine Management System (CEMS) records. Removals should be for engine parts that do not require teardown or disassembly. EIMs may approve exceptions on a case-by- case basis.

7.5. Authority to Remove Engines/Engine Parts Obligated to Inviolate or Security Assistance Program (SAP) Aircraft. When engines (installed or uninstalled) are obligated to inviolate or SAP (Type 1000 storage) AMARG aircraft at AMARG, EIMs must direct requests for priority removals to aircraft PMs. Aircraft PMs must then obtain written approval from AF/A4LY. **NOTE:** C-5 aircraft require Secretary of Defense (SECDEF) approval per the National Defense Authorization Act direction. Aircraft PMs must notify EIMs of Air Staff's approval or disapproval. If approved, the EIM must submit an AMARG Form 44 to AMARG for priority removal action. The EIM must provide AMARG a copy of AF/A4LY's authorization for removal of the engine or engine part from specific serial numbered Type 1000/1500 aircraft when submitting AMARG Form 44s.

7.6. Disposition Instructions for Engines Installed on Reclamation Aircraft.

7.6.1. When aircraft are initially assigned to 2000/4000 storage have installed or uninstalled obligated engines, AMARG's EM must generate the RCS-MM (AR) 7759 Report, *Data for Engines Installed on Excess Aircraft*. This report directs the EIM to furnish AMARG with disposition instructions for each engine serial number associated with the project aircraft. EIMs have several disposition options and may direct AMARG to either:

7.6.1.1. Retain engines on aircraft when no requirements exist until further EIM instructions are received.

7.6.1.2. Remove the engines and ship them to another location for non-programmed reclamation or direct AMARG to remove the engines and complete programmed/targeted reclamation.

7.6.1.3. Remove the engines and store them at AMARG.

7.6.1.4. Initiate AMARG Form 44 priority removals as required. Pre-coordination with AMARG is required to ensure adequate funding is available to support.

7.6.2. Reclamation must be considered on engines being processed for disposal when they remain part of the aircraft.

7.7. Possible Storage Sites for Excess Aircraft Engines.

7.7.1. Engines identified for reclamation may be:

7.7.1.1. Located at an ALC, commercial storage facility, base, etc.

7.7.1.2. Installed on aircraft stored at AMARG.

7.7.1.3. Uninstalled but still obligated to a specific aircraft at AMARG.

7.7.1.4. Located at AMARG, uninstalled, and no longer obligated to any aircraft.

7.8. Engine Reclamation Project Sites and Project Number Assignment. Reclamation is accomplished at sites which have the capability to disassemble engines and reclaim the full range of parts requested by IMs. Project numbers are assigned by the RPCM in accordance with [Table 7.1](#).

7.9. Engine Reclamation Project Planning Roles and Responsibilities (Refer to Attachment 5 Flowchart).

7.9.1. AFLCMC will:

7.9.1.1. Ensure EIMs review engines eligible for reclamation annually. This is accomplished each fiscal year based on retention computations and aircraft Migration Plans. Annual aircraft Migration Plans are normally finalized in the May/June time frame. Engine retention computations are normally accomplished the third or fourth quarter of each year. The Propulsion Division Chiefs approved quantity of excess engines will be provided to the engine SOS by 30 September.

7.9.1.2. Ensure EIMs assist SOS Supply Chain Engine Management Focal Points as required in conducting analyses to determine if the benefits of an engine reclamation project justify the expense of establishing one.

7.9.2. AFSC will:

7.9.2.1. Assign a TMS Reclamation Lead for each engine TMS who is responsible for ensuring all excess engines identified by EIMs are screened for reclamation requirements. TMS Reclamation Leads will establish an annual engine reclamation project forecast based on EIM inputs to support project planning activities. Planning activities must include a funding forecast process to secure funds well enough in advance to support engine reclamation project execution. Refer to [Attachment 6](#) for a top level annual engine reclamation project planning process flowchart.

7.9.2.1.1. CSAG-S funds will only be used to fund engine removals from aircraft when actions are required to pull the engine to support reclaiming AF managed budget code 8 items, e.g., priority pulls and RDS generated save lists.

7.9.2.2. Based on inputs from the EIM, TMS Reclamation Leads will plan engine reclamation projects to identify and reclaim parts from excess engines. TMS Reclamation Leads will follow-up with EIMs NLT 30 September each year when excess engine reports are not received to determine: 1) there are no new excess engines, or 2) when the report will be submitted to the SOS.

7.9.2.2.1. Request an engine reclamation project number and initiate RDS save list development process as required through the RPCO. The RPCO will contact the RPCM to initiate the project in RDS. RPCO will monitor each project through RDS to ensure reclamation candidate reviews are completed within time periods established in RDS (reference [paragraph 2.7.5](#)). RPCOs will coordinate with RDS assigned supervisors to ensure prompt action is taken on overaged workbasket items. Once a save list is complete in RDS the RPCO will download the save list onto a spreadsheet

and format it IAW instructions provided on the AF Reclamation SharePoint site at: (References Folder).

7.9.2.2.2. A RDS generated save list will be the primary starting point for determining overall engine reclamation requirements. Once finalized in RDS, engine SOS personnel will analyze reclamation candidates further to determine if time remaining on parts (when applicable) or other applicable factors justifies reclamation action. Additions, changes, and deletions to each RDS generated save list are authorized by SOS IM/ES personnel. The TMS Reclamation Lead is responsible for establishing a finalized list of items to be removed from specific engines assigned to each project. This must be accomplished NLT 30 days after requirements are finalized in RDS (NLT 60 days after RDS project initiation). Once finalized by the TMS Reclamation lead, a save list is the authorized document used to identify engine reclamation project requirements.

7.9.2.2.3. After reclamation requirements are finalized conduct an analysis to determine if costs associated with executing the project, compared to the value of parts potentially reclaimed, justify executing the project. Factors include but are not limited to:

7.9.2.2.3.1. Costs to prepare and transport engines to reclamation site (coordinate with AFLCMC).

7.9.2.2.3.2. Costs associated with obtaining authorized containers to store parts reclaimed from whole engines.

7.9.2.2.3.3. Estimated labor costs and availability of stands, dollies, adapters, special tools, and equipment.

7.9.2.2.3.4. Facilities availability/constraints at all potential reclamation sites.

7.9.2.2.3.5. Fill critical parts shortages.

7.9.2.3. Once a save list is finalized and funding secured to support parts removals, the TMS Reclamation Lead will initiate a temporary job order (organic workload) or an over and above (contract) to authorize the removal and shipment of items to the addresses listed on each save list.

7.9.2.3.1. The TMS Reclamation Lead must also instruct each reclamation maintenance site to provide the SOS and EIM a monthly listing by serial number for those engines disassembled and reclaimed parts shipped. The reclamation maintenance activity SRAN Engine Manager will submit a loss transaction in CEMS removing the engine serial numbers from the USAF inventory per AF Technical Order 00-25-254-1, *CEMS Engine Configuration, Status and TCTO Reporting Procedures*.

7.9.2.3.2. Maintenance activities tasked with removing save list parts must be instructed by the TMS Reclamation Lead to provide an engine reclamation project summary report. Engine project summary reports must be submitted NLT 90 days after engine project reclamation activities are complete. They must be filed by the SOS for future reference and to provide an audit trail of actions taken. Summary report data may be used to provide planning factors for future projects and to assist in forecasting funding requirements.

7.9.2.3.2.1. Engine reclamation project summary reports will include five areas, 1) Authorized Engine Serial Numbers; 2) Items Requested on Project; 3) Reclaimed Items Shipping Information; 4) Items Not Available; and 5) Funding Amount Used on Project. A sample format is maintained on the AF Reclamation SharePoint site at:

7.10. Engine Reclamation Priority Projects (Sites other than AMARG).

7.10.1. TMS Reclamation Leads and designated SOS representatives are authorized to initiate priority projects to reclaim urgent engine parts requirements. The TMS Reclamation Lead or designated SOS representative will utilize AFMC Form 206, *Temporary Work Request*, to have parts reclaimed and are responsible for ensuring the process is completed. AFMC Form 206s will identify which parts need to be removed from each engine identified. Each request must contain disposition instructions for the parts being reclaimed and the engine. SOS personnel initiating an AFMC Form 206 will also provide potential due-in information to component item managers. Item managers will document actions with applicable D200A computation files or related inventory management files. The TMS Reclamation lead or designated SOS representative will provide engine serial numbers to the assigned SRAN Engine Manager. Engine SRAN Managers will submit loss transaction in CEMS, as required, to remove engine serial numbers from the USAF inventory.

7.10.1.1. TMS Reclamation Leads will ensure files are maintained to provide an audit trail of actions taken. Records may also be used as a baseline for estimating future projects.

7.10.1.2. Material Control processes outlined in AFMCI 21-100, *Depot Maintenance Management*, will be used to control movement of reclaimed parts within Maintenance.

7.11. **Assignment of Engine Reclamation Project Numbers.** The engine reclamation project save list number assignment format is:

Table 7.1. Engine Reclamation Project Number Assignment.

Positions 1 & 2	Position 3	Numeric Series
RC (The prefix for every engine project is RC)	E = Engine	600-699. (Numbers are assigned sequentially)
For example, a T0056015 engine reclamation project number would be constructed as RCE-600. The next sequential project number assigned would be RCE-601.		

Chapter 8

END ITEM RECLAMATION

8.1. General Information Regarding End Item Reclamation. Reclamation of AF equipment and recoverable spares is commonly referred to as “end item reclamation.” This process is not used to reclaim aircraft or aircraft engines. End item reclamation applies to materiel in the following categories:

- 8.1.1. Complete systems identified by standard system designators (SSD) such as missiles and radar sets.
- 8.1.2. Complete items of equipment authorized under allowance standards (AS).
- 8.1.3. Recoverable components and subassemblies stocked as spares.
- 8.1.4. Miscellaneous items not covered by any other procedure.

8.2. End Item Reclamation Candidates. All DoD mission needs must be met and the item must be excess to DoD needs before considering end item reclamation. The end item manager determines when items are excess to DoD needs. Items condemned or beyond economical repair are exceptions and may be reclaimed at any time.

8.3. Identity of Specific End Item Reclamation Candidates.

8.3.1. The end item manager controlling the wholesale stocks of excess materiel identifies specific end items to be reclaimed. Usually, reclamation begins with the least preferred member of an Interchangeability and Substitutability (I&S) group and progresses upward by condition.

8.3.2. Utilization of the complete end item or assembly for its original purpose is preferred to reclaiming its components. Reclamation of serviceable end items normally occurs only when available assets clearly exceed all potential future requirements. However, serviceable assets may be reclaimed if they cannot be substituted for the needed components and either of the following conditions exists:

- 8.3.2.1. Current production sources or vendor stocks cannot provide required components.
- 8.3.2.2. Recovery of parts in advance of new procurement can satisfy outstanding requirements on MILSTRIP priorities 01-08.

8.3.3. When reclaiming an end item or recoverable spare to meet requirements of paragraphs 8.3.1 or 8.3.2, the total number of assets reclaimed is limited to a number necessary to provide the quantity of critical components required.

8.4. Missile Reclamation/Deactivation.

8.4.1. Weapon systems loaded in the D200F, *Applications, Programs, and Indentures Business System*, will utilize automated processes available through D035G Reutilization/Disposition System (RDS) to generate save lists for AF managed items. Non-programmed reclamation procedures will be used for actions performed away from AMARG. Units performing reclamation will follow tracking and return instructions provided by program office personnel. Program office personnel will utilize the parts tracking and return instruction template located on the AF Reclamation SharePoint: [_](#) (References Folder).

8.4.2. Missile support activities planning to reclaim cataloged parts which are over and above items identified through RDS must first coordinate reclamation actions with appropriate item management and equipment specialist personnel. Item managers must approve all reclamation actions and provide shipment directions to reclaiming activities.

8.4.3. Reclamation of cataloged items not managed by Air Force inventory functions must be coordinated with each responsible SOS. Each SOS must approve reclamation actions and provide shipment direction to reclaiming activities.

8.4.4. Units or program office personnel proposing to reclaim items that have no national stock numbers assigned must work such actions on a case-by-case basis. Field level units must coordinate all actions through their respective program office. Non-cataloged items must have NSNs assigned. Weapon system equipment specialists will have to initiate cataloging action on each item. Afterwards, coordination with item management personnel will be required to ensure inventory levels are established to support reclamation actions, and retention of the items. Each SOS will need to provide reclaiming activities shipment directions once all coordination actions have been completed, so items can be returned to the appropriate supply activity and tracked on accountable records.

8.5. Reclamation Candidates Identified During Excess Review.

8.5.1. Items declared excess during excess reviews will be considered for end item reclamation.

8.5.2. End item managers are responsible for determining if requirements exist for indentured parts contained in end items during excess reviews.

8.5.3. End item managers will coordinate with applicable equipment specialist (ES) using RDS to determine if requirements exist for indentured parts contained in end items and decide if reclamation actions are feasible. (End item managers will annotate comments with request for ES to review if any indentured parts are needed for end item reclamation in RDS). For example, some parts may not be designed for re-use.

8.5.4. If the ES determines end item reclamation is not feasible, the ES must provide the end item manager a brief explanation in the comments and continue with recommended disposal action in RDS.

8.5.5. If the ES determines end item reclamation is feasible, no disposal action should be taken, and the ES should annotate this in their RDS comments. (ES should disapprove disposal action and indicate end item reclamation is feasible). The end item manager will place end item in condition code P status and will not recommend disposal in RDS if they agree with ES comments. The end item manager/Production Management Specialist (PMS) will initiate the AFMC Form 206, *Temporary Work Request* process to have indentured parts reclaimed. The end item manager is responsible for ensuring AFMC Form 206 process is completed. Placing end items in condition code P status will remove items from the asset posture in RDS Excess review where only A through H condition codes are allowed.

8.5.6. AFMC Form 206 will identify which indentured parts need to be removed from the end item. End item managers will provide disposition instructions on AFMC Form 206 for parts being reclaimed and end item once completed. Indicate NSN/PN to be removed and in what condition; state disposition of remaining carcass; include disposition instructions for all parts

and residual material. The end item manager will provide potential due-in information to component item managers. End item managers will document actions with applicable D200A computation files or related inventory management files. **(T-2)**.

8.5.7. Materiel Control processes outlined in AFMCI 21-100, *Depot Maintenance Management*, will be used to control movement of reclaimed parts within maintenance.

8.6. Determining the Appropriate Maintenance Priority for End Item Reclamation. The actual recovery of components must be accomplished as a depot maintenance priority workload if assets can be used to offset either a current year buy requirement (R1) or current year repair requirement (R2). Long-range support requirements are satisfied through routine actions.

8.7. End Item Reclamation Program Assessment. End item manager supervisors will ensure reclamation processes are followed prior to sending items to disposal.

Chapter 9

AMARG STORAGE ACCOUNT ASSET MANAGEMENT

9.1. Purpose of the AMARG Storage Account. The AMARG Storage Account contains parts removed from specific serial numbered aircraft in storage at AMARG. Parts are packaged and stored in the AMARG supply warehouse system. Items inventoried within this account are considered part of the aircraft from which they were removed and are not visible in any DoD asset reporting system.

9.2. Storage Asset Relationship to AMARG Stored Aircraft.

9.2.1. All AMARG storage account parts remain obligated to the particular aircraft serial number from which they were removed.

9.2.2. If AMARG receives a request for priority removal of an NSN with a positive balance in the storage account, the removal will be referred to the storage account for processing. If the stored parts are obligated to aircraft tail numbers different from the program office approved tail numbers on the priority removal request, the part must not be shipped to satisfy the removal request without written approval from the program office. Storage account assets must not be reassigned to other aircraft without program office approval.

9.3. Types of Parts held in the Storage Account.

9.3.1. The following paragraphs identify some of the most common circumstances that generate turn-ins to the AMARG storage account.

9.3.1.1. Most items held in the Storage Account are removed from aircraft during the time they are processed into storage. These removals include classified items, highly pilferable items, life support kits containing drugs or explosives, or shelf life items subject to deterioration in the extreme desert heat.

9.3.1.2. Some items not required for safety of flight may be shipped separately to follow an aircraft flown to AMARG for storage.

9.3.1.3. Some items in the storage account are the result of the priority reclamation of another part from a stored aircraft. If parts must be removed from an aircraft in order to access a priority reclamation part and it is impossible or impractical to reinstall them, AMARG may elect to account for them in the storage account, warehoused for better resource protection.

9.4. Retention, Reporting, Issuing, Shipping and Disposal of Storage Account Assets.

9.4.1. The management of these individual parts follows the same general principles that apply to the aircraft to which they are obligated.

9.4.2. Storage account assets obligated to XS or XT coded aircraft are identified as inviolate and are held without requests for disposition instructions. They are reported for disposition instructions when the aircraft to which they are obligated is no longer assigned to inviolate storage status. Assets obligated to aircraft belonging to NMUSAF, Smithsonian, foreign governments, or other special programs are exempt and must be excluded from reporting.

9.4.3. Assets obligated to aircraft scheduled for either flight withdrawal or overland shipment from AMARG, are not reported for disposition. The parts are issued, as required, to the AMARG maintenance shops for reinstallation, or are packaged for shipment with the aircraft. When aircraft depart AMARG, any residual NSNs remaining in the storage account obligated to the departed aircraft must be reported for disposition.

9.4.4. Assets obligated to XV, XX, XD, RIT, reclamation or disposal aircraft are authorized for disposition reporting and disposition directing return to the wholesale inventory, redistribution, or disposal. NSNs held in the storage account with Fxx series SOS codes assigned to aircraft that have completed the save list process and have been authorized for aircraft disposal, will be turned-in for disposal. If Fxx series SOS code items need to be reclaimed, they will be under save list processes.

9.5. AMARG Stored Asset Disposition Report. On a quarterly basis (Oct, Jan, Apr and Jul), AMARG must report eligible parts to responsible SOS representatives, i.e., item managers, DLA inventory management personnel, for disposition instructions. Lead RPCOs will assist in coordinating actions between AMARG on NSNs assigned to IMs at their base. This report is assigned Reports Control Symbol LOG-MM (Q) 7210, *Request for Disposition Instructions for Assets Removed from AMARG Stored Aircraft*. The AMARG disposition report will contain the following information:

9.5.1. Routing Identifier Code.

9.5.2. Manager Designator Code.

9.5.3. National stock number (NSN, ND or K) or part number when no NSN is assigned. Part numbered items will also have the federal supply code for manufacturers (FSCM), applicable aircraft and technical order reference, when available, to assist in further identifying the item and determining appropriate disposition.

9.5.4. Nomenclature.

9.5.5. Quantity available for disposition.

9.5.6. Supply condition code.

9.5.7. Expendability, reparability, recoverability category (ERRC) code.

9.5.8. Unit cost.

9.5.9. Extended cost.

9.5.10. Identity of the aircraft from which the part was removed.

9.5.11. IM/SOS disposition instructions.

9.5.12. Budget Code. **NOTE:** Additional fields may be added based on data availability when approved by 418 SCMS/GUBA and AMARG/OBW.

9.6. Preparation of the RCS: LOG-MM (Q) 7210 *Request for Disposition Instructions for Assets Removed from AMARG Stored Aircraft*.

9.6.1. AMARG prepares an electronic spreadsheet format in Routing Identifier Code (RIC), Manager Designator Code (MDC) and NSN sequence.

9.6.2. AMARG must transmit each quarterly report along with instructions to the applicable Lead RPCO no later than the seventh workday of each new reporting period.

9.7. Disposition Instructions.

9.7.1. SOS representatives must provide disposition instructions for each item reported using the electronic spreadsheet provided by AMARG.

9.7.2. AMARG must be directed to either ship the items or transfer them to DLA Disposition Services.

9.7.3. For shipments, SOS must provide the “ship to” SRAN and specify the priority.

9.7.4. If disposition on an item is to transfer it to DLA Disposition Services, the annotation must be “Disposal Authorized.”

9.7.4.1. The SOS must return the report by the established suspense date.

9.7.5. Within 30 days of receipt of the disposition instructions, AMARG must ship or transfer as directed by each SOS. AMARG must ensure actions from each quarterly reporting cycle are completed prior to initiating the next scheduled quarterly report.

9.8. DoD Materiel Returns Program Exemption. The storage account assets are not subject to reporting in the DoD Materiel Returns Program. The wholesale system does not issue AMARG financial credit for materiel shipped from this account. Refer to AFMCMAN 23-5, Volume 3, *Reutilization & Disposition System (D035G For Wholesale Items)*.

9.9. Disposition of Items Not Managed by the AF or DLA.

9.9.1. The items must be reported to the appropriate SOS for disposition by AMARG if the NSNs are managed by another service.

9.9.2. AMARG will coordinate with program office logistics personnel prior to disposal of parts associated with active weapon systems to ensure no future requirements are anticipated if the NSN has a JXX series routing identifier or is a non-cataloged item. **(T-2)**.

9.10. Supply Condition Codes for Storage Account Materiel. In most cases, storage account materiel is stored in condition code R. The true condition of the property is unknown and funding for inspection and condition code determination is not automatically provided to AMARG by any customer. If the IM must know the condition code to determine the appropriate disposition instructions, the SOS directs AMARG/OBW to request an inspection and provide technical inspection criteria. If AMARG has the capability to perform the inspection, the IM must arrange for necessary funding of this workload. The disposition report must be annotated to advise AMARG the item may be subject to further inspection at AMARG and will be changed to another condition code upon completion of the inspection process. Disposition instructions must be provided to address both serviceable and unserviceable items generated from AMARG inspection and testing.

9.11. Shelf Life Coded Materiel. Shelf life items will be removed from aircraft and turned into to supply IAW AFI 16-402. The program office must negotiate agreements with AMARG/OBW if they require AMARG to store shelf life items for aircraft in any storage category.

9.12. AMARG SNUD Reconciliation Responsibility. AMARG must accomplish semi-annual SNUD reconciliation actions to maintain data integrity for NSNs maintained in it. Stock number

data elements must be correct so items can be reported to the appropriate IM for disposition instructions.

9.13. Alternative AMARG Storage Account Procedures. AMARG and 418 SCMS/GUBA will explore the use of other processes to report and re-distribute storage account assets. Local procedures will be developed, as required, and incorporated into AFMCI 23-111 revision.

Chapter 10

STORAGE REPORTS

10.1. Reclamation Reports. The AF Reclamation Program must develop methods to analyze and measure performance in order to ensure it is generating maximum benefits for the AF. Queries utilizing data from AF sources and AMARG Business Systems will be generated for analysis purposes. Information will be used to assess program performance and develop process improvements.

10.2. Aircraft and Missile Status and Activity Report. This report is generated by AMARG on a monthly basis. It depicts the AMARG aircraft/missile inventory and their project code designations. The report assists IMs in determining the availability of aircraft/engines that may potentially satisfy reclamation requirements. This report is now maintained on the Form 44 site.

10.3. Save List Project Summary Report.

10.3.1. This AMARG generated monthly report will be prepared for each programmed/targeted reclamation project in parts removal status at AMARG. It will be transmitted electronically to 418 SCMS in spreadsheet format. 418 SCMS will post it to the AF Reclamation SharePoint: (Programmed Reclamation Monthly Save List Reports and Final Summaries Folder). (T-2).

10.3.1.1. **Part 1, AMARG Save List Project Monthly Activity Report** . This report is generated on a monthly basis, by project number and recaps all turn-in and shipment activity for the previous month. It also reflects NSN code out actions which explains why the save list will not generate certain parts, material condition code for parts shipped, and tracks the dollar value of parts shipped each month.

10.3.1.2. **Part 2, AMARG Completed Save List Project Summary Report** . Lists each completed save list by project number and summarizes parts reclamation activity by NSN, dollar value, and material condition code of all items returned. It must also include total work authority expended. This Summary Report must be completed and posted to the Reclamation SharePoint within 30 calendar days upon completion of each programmed/targeted save list:

10.4. Data for Engines Installed on Excess Aircraft. The AMARG EM generates this report when aircraft are initially assigned to reclamation projects. All engines installed on reclamation project aircraft are reported to the appropriate EIM at OC-ALC for disposition instructions. Refer to [Chapter 7](#) for additional information.

10.5. AMARG Storage Account Asset Report. Lists assets removed from AMARG stored aircraft. AMARG must generate this report on a quarterly basis. Control number RCS: LOG-MM (Q) 7210 applies.

Chapter 11

AIR FORCE SPECIAL DEFENSE PROPERTY DISPOSAL ACCOUNT (AFSDPDA)

11.1. AFSDPDA. AFSDPDA (FR2373) account controls excess military aircraft held for reclamation and disposal preparation. The account maintains control of the excess aircraft from the time the services declare aircraft excess to their requirements until they have been reclaimed and are officially transferred to the DLA Disposition Service or to an authorized recipient. Reference AFI 24-230, *Maintaining Air Force DoD Activity Address Codes (DODAAC)*, Table 2.1. and DoDM 4160.21 V2, *Defense Materiel Disposition Manual: Property Disposal and Reclamation* for additional guidance.

11.2. AF Storage Project Codes for Excess Aircraft.

11.2.1. AMARG AVDO records the storage project assignment in the AMARG MAXIMO inventory control system. At that point in time, the FR2373 AFSDPDA assumes control of the aircraft until they complete reclamation and are either transferred to an authorized recipient or are turned in to DLA Disposition Services on an official DD Form 1348-1A, *Issue Release/Receipt Document Disposal Turn-In Document (DTID)*.

11.2.1.1. Aircraft will remain in AF Reliability and Maintainability Information System (REMIS) records in accordance with final termination accountability processes outlined in AFI 21-103, *Equipment Inventory, Status and Utilization Reporting*.

11.2.1.2. AF Form 913 instructions direct STX project aircraft be reclaimed and then assigned to Reclamation Insurance Type (RIT) status.

11.2.1.3. AF Form 913 instructions direct STD project aircraft be reclaimed and then processed for disposal.

11.2.1.4. When RIT aircraft are authorized for disposal, the program office must coordinate with AF/A4LM to issue an AF Form 913 transferring the aircraft to an STD project code. AMARG can then post the storage project change to the MAXIMO system and proceed with disposal processing.

11.3. FR2373 Aircraft Inventory. AMARG must maintain appropriate control records for all aircraft assigned to FR2373 and insure that a 100% physical inventory, by aircraft serial number, is accomplished on an annual basis and certified by the account manager. Discrepancies must be researched and resolved in a timely manner and corrective actions must be reviewed and approved by AMARG/OBW.

11.4. GSA Excess Aircraft Screening.

11.4.1. When AF/A4LM authorizes disposal of excess aircraft that have completed programmed/targeted reclamation or have RPCM approved reclamation waivers, AMARG/OBW must verify that the programmed/targeted reclamation is complete or have approved waiver before initiating GSA excess aircraft screening process required by DoDM 4160.21 V2. This screening process offers aircraft to civilian federal agencies and authorized donees as specified in DoDM 4160.21 V2.

11.4.2. The screening process is automated and utilizes the GSAXCESS.gov web site. Each disposal aircraft offered for screening is assigned an FR2373 control number consisting of the

FR2373 DODAAC, the 4 digit Julian date the screening cycle is initiated and an AMARG assigned 4 digit local identifier code. The screening period runs for approximately 60 calendar days. AMARG/OBW must retain an official file copy of each completed aircraft screening action.

11.4.3. Reclamation of parts from aircraft undergoing GSA utilization screening are limited to Category A, Military Standard Requisitioning and Issue Procedures (MILSTRIP) priorities 01 through 08 requirements which cannot be satisfied from other eligible aircraft. The AFSDPDA must advise GSA when a major component requires supporting a Category A requirement is requested from property undergoing GSA screening action. Any other lower priority reclamation requirements must be delayed to determine if any authorized recipients select the aircraft during screening. If GSA advises that aircraft in the screening cycle will be donated for flight purposes, reclamation requirements will be waived.

11.4.4. If authorized recipients select aircraft offered in the GSA screening cycle, they must coordinate with AMARG/OBW to negotiate any required assistance from AMARG, obtain cost estimates and arrange for funding, if required, to prepare the aircraft for transfer. Aircraft transfers/donations must be documented on DD 1149 or DD 1348-1A and a copy of each completed document must be retained in the AMARG/OBW FR2373 aircraft serial number files and posted to the AF/A4LM SharePoint.

11.4.5. Screening Report Files: An individual file must be established for each GSA Report of Excess Personal Property submitted to the GSA excess reporting web site. Each file must be identified by the complete report number. The file must contain a copy of all correspondence to and from GSA or potential recipients relative to the reported aircraft. The original of each shipping/transfer document must be maintained in the AFSDPDA file.

11.5. Demilitarization.

11.5.1. DODM 4160.28 V1, *Defense Demilitarization: Program Administration*, establishes the procedures, identifies the categories of property requiring demilitarization, and provides guidance regarding the method and degree of demilitarization required.

11.5.2. AMARG must receive demilitarization instructions for each MDS aircraft programmed for disposal. The program office must furnish AMARG technical guidance and assistance, as required. Combat aircraft are generally disposed of by DLA contracted shredding which is witnessed and certified by DLA Disposition Services personnel.

11.5.3. DD Form 1348-1A, DTID prepared by FR2373 AFSDPDA for transfer of aircraft accountability must be signed by the AMARG Disposal Flight Chief and must certify that all required demilitarization has been accomplished. The document must also contain a "Radiation Certification Statement" and document removal of hazardous materials.

11.6. Cost Reimbursement Considerations for Donated/Sold Aircraft. Recipients must be advised, due to safety reasons and facility concerns, AMARG personnel will generally be responsible for the removal of aircraft and equipment from the AMARG facility being donated or sold. Deviations to these procedures may be authorized on a case-by-case basis by the AMARG Commander. If AMARG is requested to and agrees to do work resulting from GSA utilization screening, the requesting activity must reimburse all AMARG costs.

ALLAN E. DAY, Major General, USAF
Director of Logistics, Civil Engineering,
Force Protection and Nuclear Integration

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

- AFI 16-402**, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*, 30 May 2013
- AFI 20-110**, *Nuclear Weapons Related Materiel Management*, 4 Jun 2018
- AFMCI 21-100**, *Depot Maintenance Management*, 6 Sep 2018
- AFI 21-103**, *Equipment Inventory, Status and Utilization Reporting*, 16 Dec 2016
- AFI 23-101**, *Air Force Materiel Management*, 12 Dec 2016
- AFI 24-602 V2**, *Preparation and Movement of Air Force Cargo*, 13 Jul 2017
- AFI 24-230**, *Maintaining Air Force DoD Activity Address Codes (DODAAC)*, 20 Feb 2009
- AFI 51-503**, *Aerospace and Ground Accident Investigations*, 14 Apr 2015
- AFI 65-601 V1**, *Budget Guidance and Procedures*, 24 Oct 2018
- AFI 84-103**, *U.S. Air Force Heritage Program*, 22 May 2015
- AFMAN 33-363**, *Management of Records*, 1 Mar 2008
- AFMAN 65-604**, *Appropriation Symbols and Budget Codes (Fiscal Year 2019)*, 1 Oct 2018
- AFMAN 91-223**, *Aviation Safety Investigations and Reports*, 14 Sep 2018
- AFMCMAN 23-5 V3**, *Reutilization & Disposition System (D035G For Wholesale Items)*, 9 Jun 2014
- AFMCMAN 23-101 V1**, *General D200A/N Information*, 17 Nov 2016
- DLM 4000.25-1**, *Military Standard Requisitioning and Issue Procedures (MILSTRIP)*, 13 Jun 2012
- DLM 4000.25-2**, *Military Standard Transaction Reporting and Accountability Procedures (MILSTRAP)*, 13 Jun 2012
- DODM 4160.21 V2**, *Defense Materiel Disposition Manual: Property Disposal and Reclamation*, 22 Oct 2015
- DODM 4160.28 V1**, *Defense Demilitarization: Program Administration*, 9 Aug 2017
- Technical Order (T.O.) 00-5-2**, *Technical Order Distribution System*, 1 Apr 2001
- Technical Order (T.O.) 00-20-1**, *Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures*, 11 Jul 2016
- Technical Order (T.O.) 00-20-2**, *Maintenance Data Documentation*, 15 Mar 2016
- Technical Order (T.O.) 00-25-254-1**, *CEMS Engine Configuration, Status and TCTO Reporting Procedures*, 1 Sep 2015

Technical Order (T.O.) 1-1-686, *Desert Storage Preservation and Process Manual for Aircraft, Aircraft Engines, and Aircraft Auxiliary Power Unit Engines*, 20 May 2016

Prescribed Forms

None.

Adopted Forms

AF Form 185, *Project Order*,

AF Form 847, *Recommendation for Change of Publication*,

AF Form 913, *Aerospace Vehicle Project Action*, 21

AF Form 3580, *USAF Heritage Program Aerospace Vehicle Static Display Egress and Safety Certificate*,

AFMC Form 206, *Temporary Work Request*,

DD Form 1149, *Requisition and Invoice/Shipping Document*,

DD Form 1348-1A, *Issue Release/Receipt Document*,

DD Form 1574, *Serviceable Tag – Materiel*,

DD Form 1575, *Suspended Tag – Materiel*,

DD Form 1577-2, *Unserviceable (Reparable) Tag – Materiel*,

DD Form 2875, *System Authorization Access Request*,

Abbreviations and Acronyms

ABDR—Aircraft Battle Damage Repair

AFI—Air Force Instruction

AFLCMC—Air Force Life Cycle Management Center

AFMC—Air Force Materiel Command

AFRC—Air Force Reserve Command

AFSC—Air Force Sustainment Center

AFSDPDA—Air Force Special Defense Property Disposal Account

ALC—Air Logistics Complex

AMARG—309th Aerospace Maintenance and Regeneration Group

ANG—Air National Guard

AS—Allowance Standards

AVDO—Aerospace Vehicle Distribution Officer

CAS—Combat Ammunition System

CEMS—Comprehensive Engine Management System

CSAG-M—Consolidated Sustainment Activities Group-Maintenance
CSAG-S—Consolidated Sustainment Activities Group-Supply
CSAG-SD—Consolidated Sustainment Activities Group-Supply Division
DLA—Defense Logistics Agency
DoD—Department of Defense
DoDAAC—DoD Activity Address Code
DPEM—Depot Purchased Equipment Maintenance
DTID—Disposal Turn-In Document
EIM—Engine Item Manager
EM—Engine Manager
ERRC—Expendability, Recoverability, Repairability Category
ES—Equipment Specialist
FMS—Foreign Military Sales
FSC—Federal Supply Classification
FSCM—Federal Supply Code for Manufacturers
FY—Fiscal Year
FYDP—Future Years Defense Program
GITA—Ground Instructional Trainer Aircraft
GSA—General Services Administration
I&S—Interchangeability and substitutability
IAW—In Accordance With
ICP—Inventory Control Point
IM—Item Manager
IPB—Illustrated parts breakdown
JCS—Joint Chiefs of Staff
MDC—Manager Designator Code
MDS—Mission, Design and Series
MICAP—Mission Capability
MILSTRIP—Military Standard Requisitioning and Issue Procedures
NHA—Next Higher Assembly
NIIN—National Item Identification Number
NMUSAF—National Museum of the United States Air Force

NSN—National Stock Number
NWRM—Nuclear Weapons Related Materiel
O&M—Operations & Maintenance
OMEI—Other Major End Items
OPR—Office of Primary Responsibility
PD—Product Directorate
PM—Program Manager
PMS—Production Management Specialist
PN—Part Number
PNSSR—Part Number Support Supply Request
POC—Point of Contact
POM—Program Objective Memorandum
PR—Purchase Request
QPA—Quantity per Aircraft
RDD—Required Delivery Date
RDS—Reutilization and Disposition System (D035G)
REMIS—Reliability and Maintainability Information System
RIC—Routing Identifier Code
RIT—Reclamation Insurance Type
RPCM—Reclamation Program Control Monitor
RPCO—Reclamation Program Control Officer
SAP—Security Assistance Programs
SECDEF—Secretary of Defense
SNUD—Stock Number User Directory
SOS—Source of Supply
SOS/BC—Source of Supply/Budget Code
SRAN—Stock Record Account Number
SRU—Shop Replaceable Unit
SSD—Standard Systems Designator
T.O—Technical Order
TMS—Type, Model, and Series
WSRO—Weapons System Reclamation Officer

Terms

AF AVDO—Air Force Aerospace Vehicle Distribution Office. The HQ AFMC/A4MM office responsible for maintaining the accountable records by serial number for all aircraft in the current AF inventory.

Allowance Standard—Authorized document that identifies the amount and type of equipment for an organization.

AMARG—309th Aerospace Maintenance and Regeneration Group. The AFMC activity designated by the DoD to accomplish centralized storage, withdrawal, reclamation and disposal (other than sale) of excess aircraft or other assigned end items for all the military services.

Cataloging—Act of naming, classifying, describing, and numbering each item repetitively used, purchased, stocked, or distributed to distinguish each item from every other item. Also included is the maintenance information related to the item and the dissemination of that information to item users.

CEMS—Comprehensive Engine Management System – Database maintained by Oklahoma City-ALC to manage AF engines and engine component inventory.

Demilitarization—Act of destroying the functional or military capabilities of certain types of equipment or material that has been screened through inventory control points and declared surplus or foreign excess. Items that are subject to demilitarization include defense articles on the United States Munitions List, items on the Commerce Control List of the Department of Commerce, and items on the United States Munitions Import List of the Bureau of Alcohol, Tobacco, and Firearms of the Department of Treasury. The term includes mutilating, cutting, crushing, scrapping, melting, burning, or otherwise altering to prevent the further use of that equipment or material for its originally intended purpose, and applies equally to equipment or material in serviceable or unserviceable condition.

End Item—A final combination of end products, component parts, or materiel ready for its intended use.

Excess—Materiel that has completed reutilization screening within the Department of Defense and is not required for the needs and the discharge of responsibilities of any DoD activity.

Inventory Control Point—An organizational unit or activity within the DoD materiel management system that is assigned the primary responsibility for the materiel management of a group of items either for a particular Military Service or for the Department of Defense as a whole.

Manager Designator Code—The three-digit code that identifies the specific Item Managers having management responsibility for an NSN.

Over—Assembled—A term used to describe a reclamation part that includes the requested part plus additional parts attached.

Priority Removal—A term used interchangeably with priority reclamation.

Programmed/Targeted Reclamation—Terms used interchangeably with routine reclamation at AMARG.

Reclamation—The process of reclaiming serviceable and economically repairable components from excess aircraft or engines to satisfy priority requirements or wholesale system stock

requirements. Reclaimed parts are shipped to the proper supply activity to satisfy customer priority requirements or to replenish wholesale stocks.

Reclamation Insurance Type—The designation for a select number of aircraft retained after completion of a programmed/targeted reclamation save list project. The program office can elect to retain the aircraft for an indefinite period to satisfy potential critical parts requirements that may generate in the future. RIT aircraft are a valuable source for structural components and other parts not normally stocked as spares.

Reclamation Program Control Officer—The individual at each Air Logistics Center who is responsible for all phases of the reclamation process at that center. The RPCO serves as the point of contact with the HQ AFMC RPCM, the other RPCOs and the AMARG reclamation points of contact and provides guidance and instructions to the program office, IMs, ESs, EMs, and EIMs.

Reparable Item—An item that can be repaired at either depot or field level.

Save List—A consolidated list of Air Logistics Center requirements developed for programmed/targeted or nonprogrammed reclamation project execution. The save list provides information to the reclaiming activity to assist in the reclamation of the identified parts.

Shelf-Life Item—Item of supply possessing deteriorative or unstable characteristics to the degree that a storage time period shall be assigned to ensure that it shall perform satisfactorily in service.

Signal Code—Designates the activity to receive and effect payment for materiel. Refer to DLM 4000.25-1, *Military Standard Requisitioning and Issue Procedures (MILSTRIP)*, Appendix 2.10.

Attachment 2

CROSS-REFERENCE OF RELATED STORAGE TERMS

Table A2.1. Cross-Reference of Related Storage Terms.

Purpose ID Codes	USAF Storage Project Codes	Commonly Used Terms	T.O. 1-1-686 Preservation Terms
XS	STS-xx-xxx	Inviolate	Type 1000
XT	STT-xx-xxx	FMS/SAP Hold	Type 1000
XV	STV-xx-xxx	Potential Reclamation	Type 2000
XX	STX-xx-xxx	Excess and Hold in RIT	Type 4000
XD	STD-xx-xxx	Excess – Authorized for Disposal	Type 4000

Attachment 3

TYPICAL PROJECT CODE PATH FOR AMARG STORED AIRCRAFT

Table A3.1. Typical Project Code Path for AMARG Stored Aircraft.



Attachment 4
COMPLETED AMARG FORM 44

Figure A4.1. Required Entries.

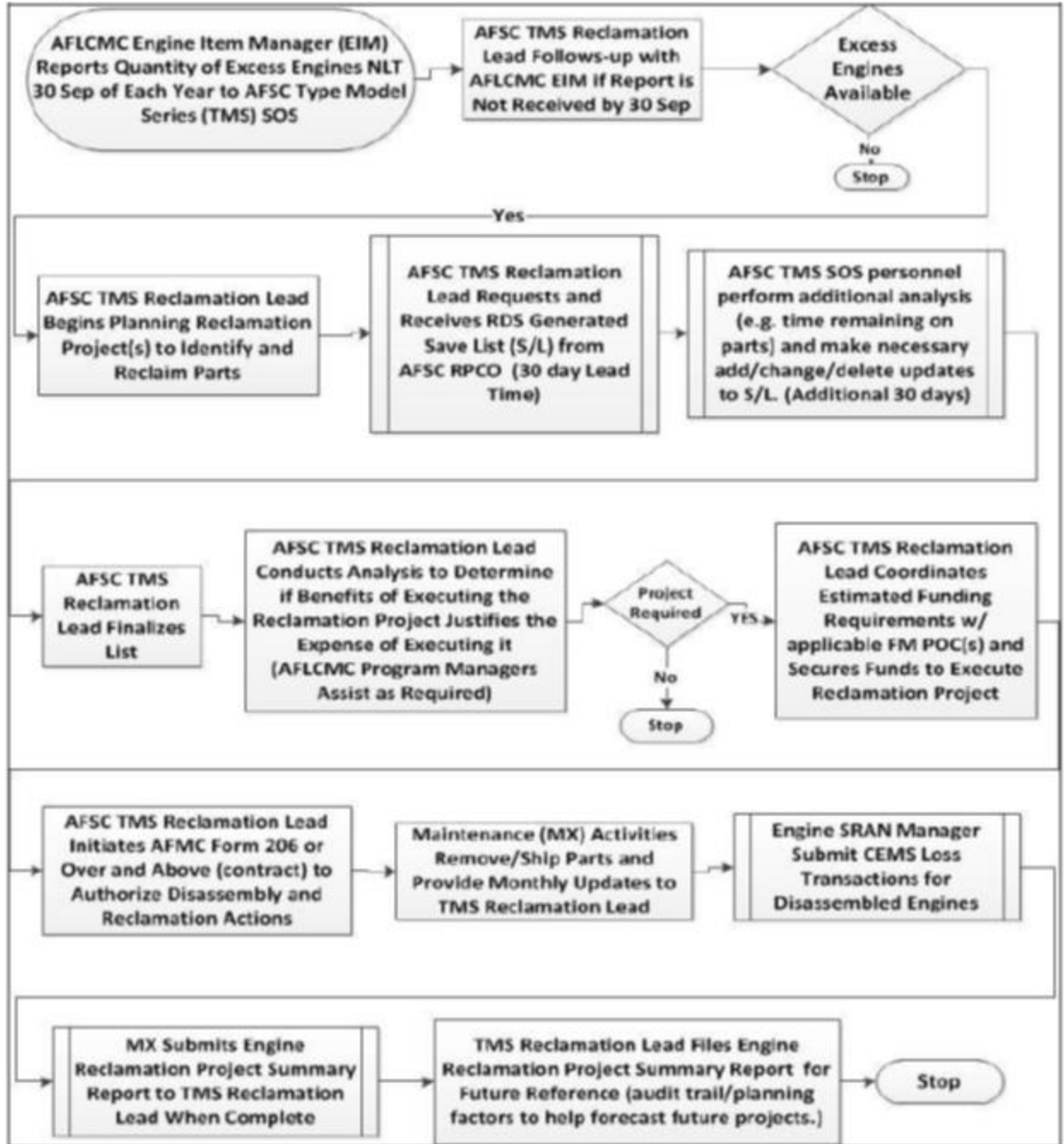
Removal Request		Date : 12-JUN-17
Document Number : FD20607163Q032		SOS/ICP Number : SMS
IM Name : Sue North	Office Symbol/Code : RICHMOND	ICP/RIC : DSCR
Telephone # : 555-1212	Fax #: 0	
Requested NSN : 1660012051263		
Part Number : 16B6827-18		
Nomenclature : DUCT ASSEMBLY, AIR		
If able, would you like to have this item condition inspected? N		
Priority : 2 Project: RDD: 880	Quantity : 1	Unit Cost : 6192.99
SRAN/UIC : FB2805	Cond Code : R	ERRC/COG : XB3
ALT Sales Order:		
TAC Code/Fund Site : A6C		DIST : 01
Aircraft Program or Systems Manager		
Name : SAM SPADE		
ICP/OFFSYM : HILL AFB ICP/RIC : AIR		
Phone : 555-2354 Fax : 0		
1) Is this for direct warfighter support in theater?		1)N
2) Does this part require records action		2)N
3) Does this part require records to be shipped with the item?		3)N
4) Is the part number found in place on the aircraft other than requested part acceptable?		4)N
5) Is the next higher assembly acceptable?		5)Y
6) Is this item classified?		6)N
7) Are special packaging and/or containers required?		7)N
8) Will special packaging and/or shipping containers be provided?		8)N
9) Are special packaging and/or shipping containers waived for this request?		9)N
10) Is this item a Nuclear Related Weapon Material (NWRM) asset?		10)N
Mark For :	Tail91A1464	
	Remove from	Technical Manual(T.O) :
	Acft MD/TM : F-16	1-F-16C-4-70

Figure : 37	
Index : 41	
Removal T.O. Ref (No Commodity TOs) : 1F-16CJ-2-75JG-00-1	QPV/QPA : 1
Inspection Criteria: n/a	
ES/Maintenance	
POC : Iman Airman, SrA, USAF	Orig. Requestor : Iman Airman, SrA, USAF
Phone Number : DSN# 555-0129	Phone Number : DSN# 555-0129
Email : iman.airman@us.af.mil	Email : iman.airman@us.af.mil
AMARG	
Supply Tech : NONE	Prev Rem : Last Doc Used : FB237363010025
Research Data :	
Production Work Order :	Job Plan :
Charge Work Order: NOCHARGE	Planner : Use on Code : NO UOC
	TCTO : unk
Status	
Reason not Avail :	

Attachment 5

ENGINE RECLAMATION PROJECT PROCESS

Figure A5.1. Engine Reclamation Project Process.



Attachment 6

TOP LEVEL ANNUAL ENGINE RECLAMATION PROJECT PLANNING PROCESS

Figure A6.1. Top Level Annual Engine Reclamation Project Planning Process (Planning Factors Based on Engine Quantities Identified by Type Model Series (TMS)).

