



Conference

Seattle, WA

June 25-26, 2012



**GA**

**TeLESIS**

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GA Telesis

Leading the Way with the World's Most Comprehensive Airline Support Services

# GA Telesis Comprehensive Support Capabilities



## Aircraft Leasing

- Aircraft Leasing > 10 Years old
- Fleet Transition Programs
- Lease to Part-Out Structures
- Asset Management



## Engine Leasing

- Engine Leasing Short/Long-term
- Green-time Lease
- Lease to Part-Out Structures
- Asset Management



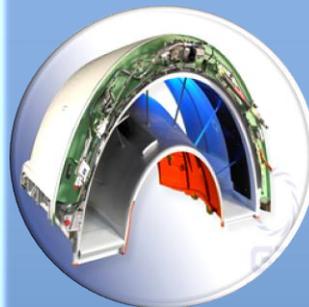
## Aircraft Systems Group

- World's Largest Part-Out Platform
- Airframe Component Supply
- Supply-chain Management
- Consignment



## Turbine Engine Group

- World's Largest Part-Out Platform
- Engine Component Supply
- Supply-chain Management
- Consignment



## Component MRO

- FAA/EASA/CAAC Approved Accessory Repair Station
- FAA/EASA Approved Composites/Structures Repair Station

**The Ability to Serve Global Airlines from Top to Bottom**

# Significant Global Operations & Infrastructure

GA Telesis **Corporate** Headquarters



GA Telesis **UK** Ltd



GA Telesis **Composite** Repair Group



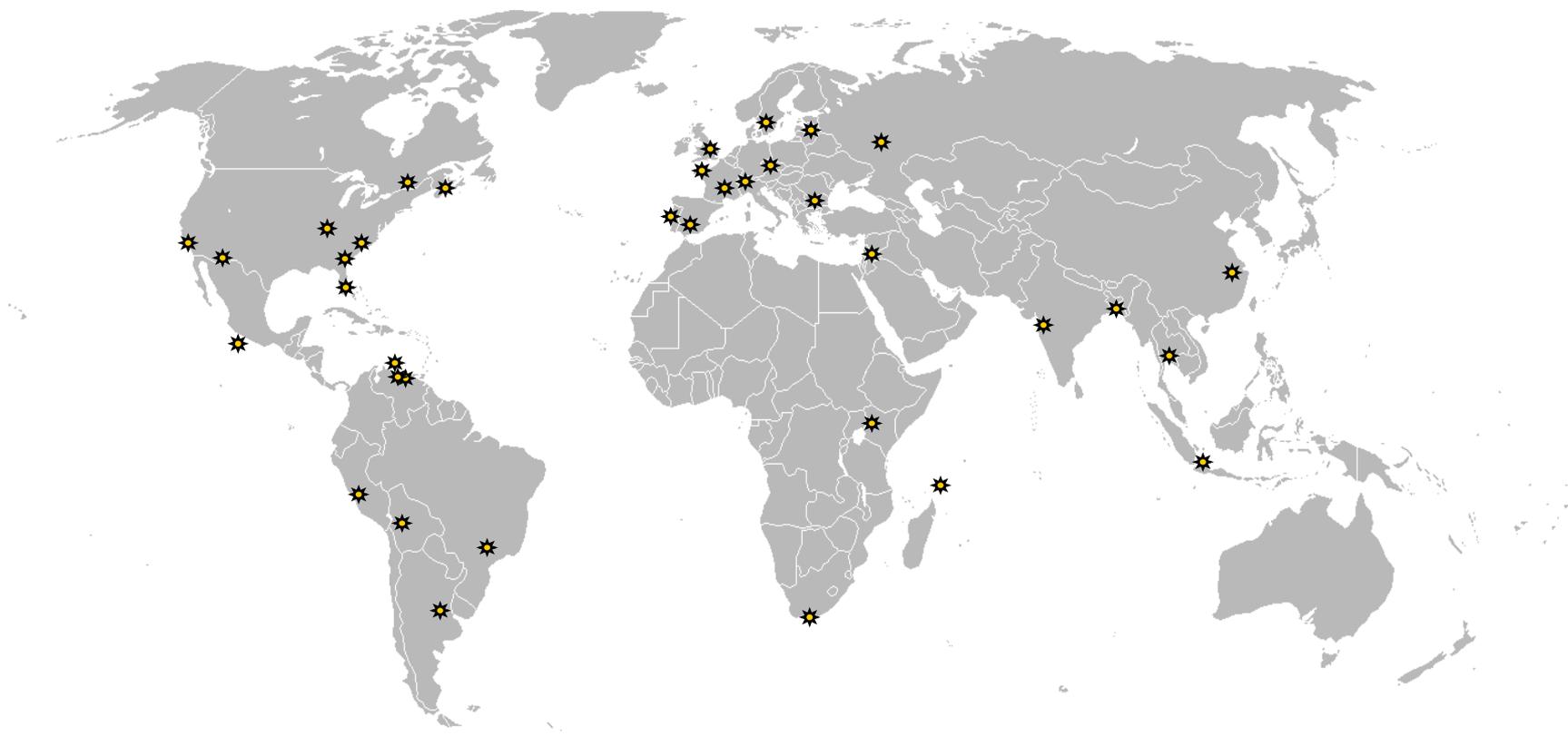
GA Telesis **Component** Repair Group SE





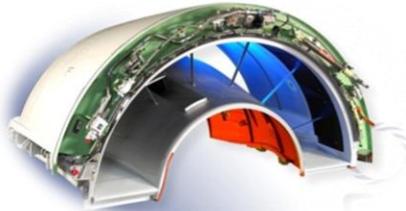
GA Telesis has effectively managed lessees, with many structures, in many jurisdictions and with varying degrees of creditworthiness

## Global Leasing Experience



# GA Telesis Maintenance Operations Provide Repairs on Over 14,000 Part Numbers

## CRG



FAA/EASA

- Commercial & Military
- Nacelle System Maintenance
- Structural Component Maintenance
- Composite Component Maintenance
- Waste System Maintenance
- Complex Machining

## CRGSE

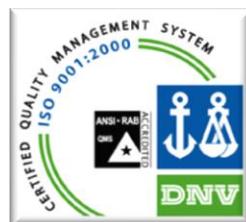


FAA/EASA/CAAC

- Commercial & Military
- Power Actuation System Maintenance
- Pneumatic System Maintenance
- Hydraulic System Maintenance
- Servo System Maintenance
- Transparency System maintenance

# The Highest Level of “Award Winning” Organizational Quality

**GA TELESIS IS ONE OF A FEW AFTERMARKET SUPPLIERS THAT HAS ACHIEVED THE AS9120 ACCREDITATION**



**GA TELESIS IS AN OEM APPROVED SUPPLIER TO:  
AIRBUS – BOEING – BOMBARDIER – GE – CFMI – P&W – RR**



2010 & 2011 Winner of the Gold Level - Boeing Performance Excellence Award

# GAT has Disassembled Approximately 150 Commercial Aircraft and 500 Jet Engines

No other company has disassembled a more comprehensive portfolio of aircraft and engine models

## A300-600



PW4000

CF6-80C2

## B737-300/400/500



CFM56-3B/C

## B777-200



PW4077

## A310-300



PW4000

CF6-80C2

## B747-300



CF6-80C2B1

## MD82/83



JT8D-217C/219

## A320-200



CFM56-5A

V2500

## B747-400



PW4000

## CRJ-100/200



CF34-3A/3B

## A340-200/300



CFM56-5C

## B757-200



PW2000

RB211-535

## B767-200/300



JT9D

CF6-80

PW4000

# There is Approximately \$500 Million in the Teardown Pipeline

GA Telesis' Commitment to its pipeline is actual not theoretical and driven by demand versus necessity

## A300-600



CF6-80C2A5  
PW4158

## B737-300



CFM56-3B/C

## B777-200



PW4077  
RR Trent

## A310-300



CF6-80C2A2  
PW4152

## B747-400



PW4000  
CF6-80C2B1F

## MD82/83



JT8D-217C/219

## A320-200



CFM56-5A/B  
V2500

## B757-200



PW2000  
R211-535E4

## CRJ-100/200



CF34-3A/3B

## A340-200/300



CFM56-5C

## B767-200/300



CF6-80C2

# Parting Out Aircraft

## Why disassemble aircraft

- Airframe manufacturers cannot efficiently support aging aircraft
- Operators cannot afford to continuously replace scrap parts with new
- Airframe manufacturers prefer to sell new replacement parts
- Certain parts become more scarce as aircraft fleet ages

## Who disassembles aircraft

- Parts redistributors
- Airlines
- OEMs
- Maintenance Providers

## What aircraft types do you disassemble

- Typically aircraft twelve years and older
- Single and twin aisle airplanes
- Aircraft operated by a diverse range of operators
- Airframes and Engines with parts interchangeability

## Where do you disassemble aircraft

- We disassemble aircraft and engines in US East/West Coasts, Asia and & Europe
- Where the aircraft may be stranded based on condition or contractual agreement

## What are the risks

- No aircraft available for disassembly due to aircraft demand (2007 as an example)

# Reasons for Dismantlement of an Aging Airplane / Fleet

## **Safety Rule:**

By December 2010, airlines that operate under 14 CFR 121.1109 or 129.109 they were required to revise their U.S. Federal Aviation Administration (FAA) approved structural maintenance program to comply with the FAA's **Aging Airplane Safety Rule (AASR)**.

## **Documents & Regulations:**

### **Corrosion Prevention:**

Originally developed as one of the five aging airplane programs defined during the 1988 International Conference on Aging Airplanes. The CPCP concept provides a systematic approach to controlling and preventing corrosion in an airplane's primary structure.

### **Repair Assessment:**

The Repair Assessment Program (RAP) was originally developed as one of the five aging airplane programs defined during the 1988 International Conference on Aging Airplanes. To establish damage tolerance based maintenance programs for repairs on the fuselage pressure boundary.

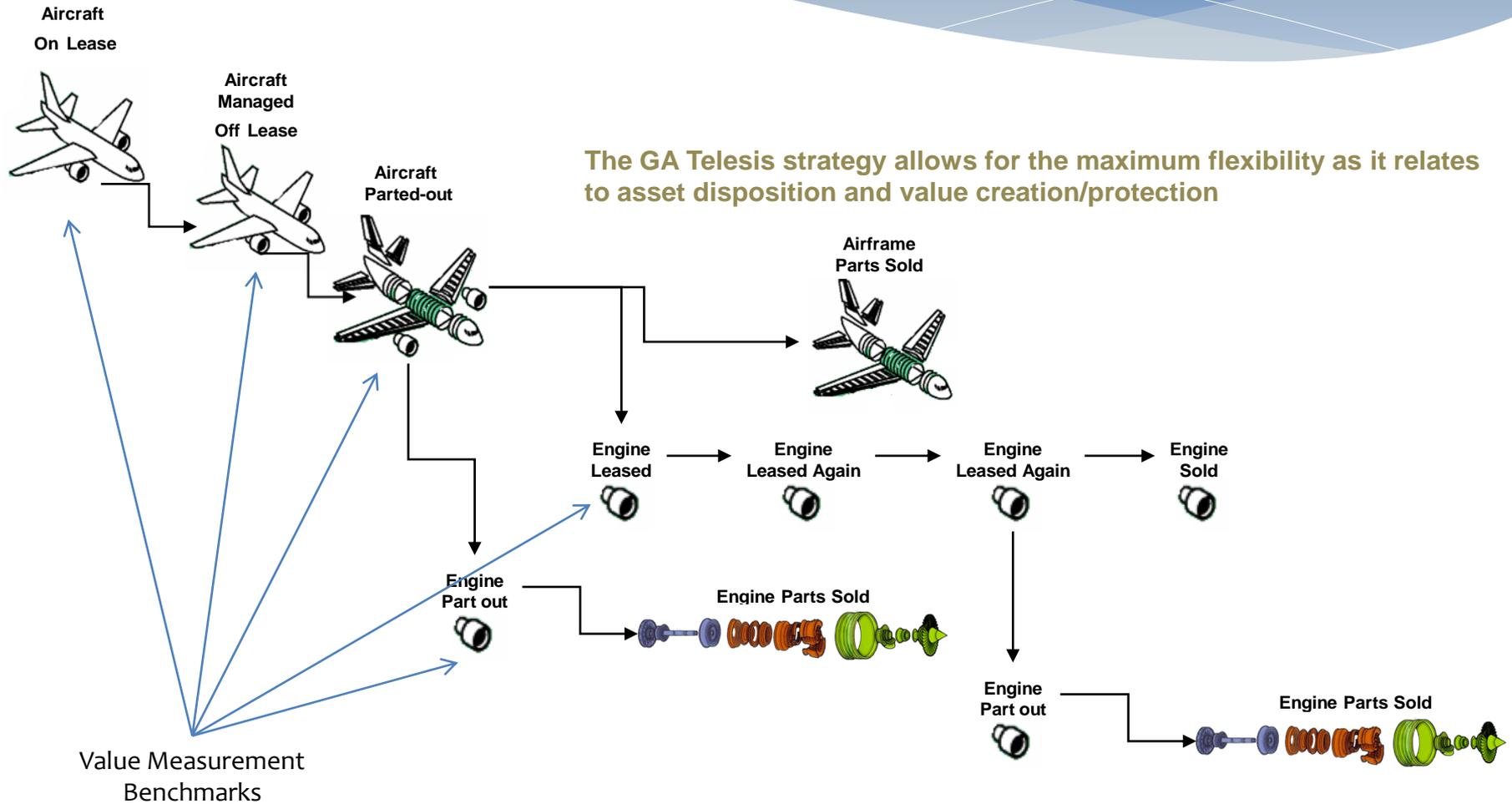
### **Service Action:**

Previously known as the Mandatory Modification and Inspection Program

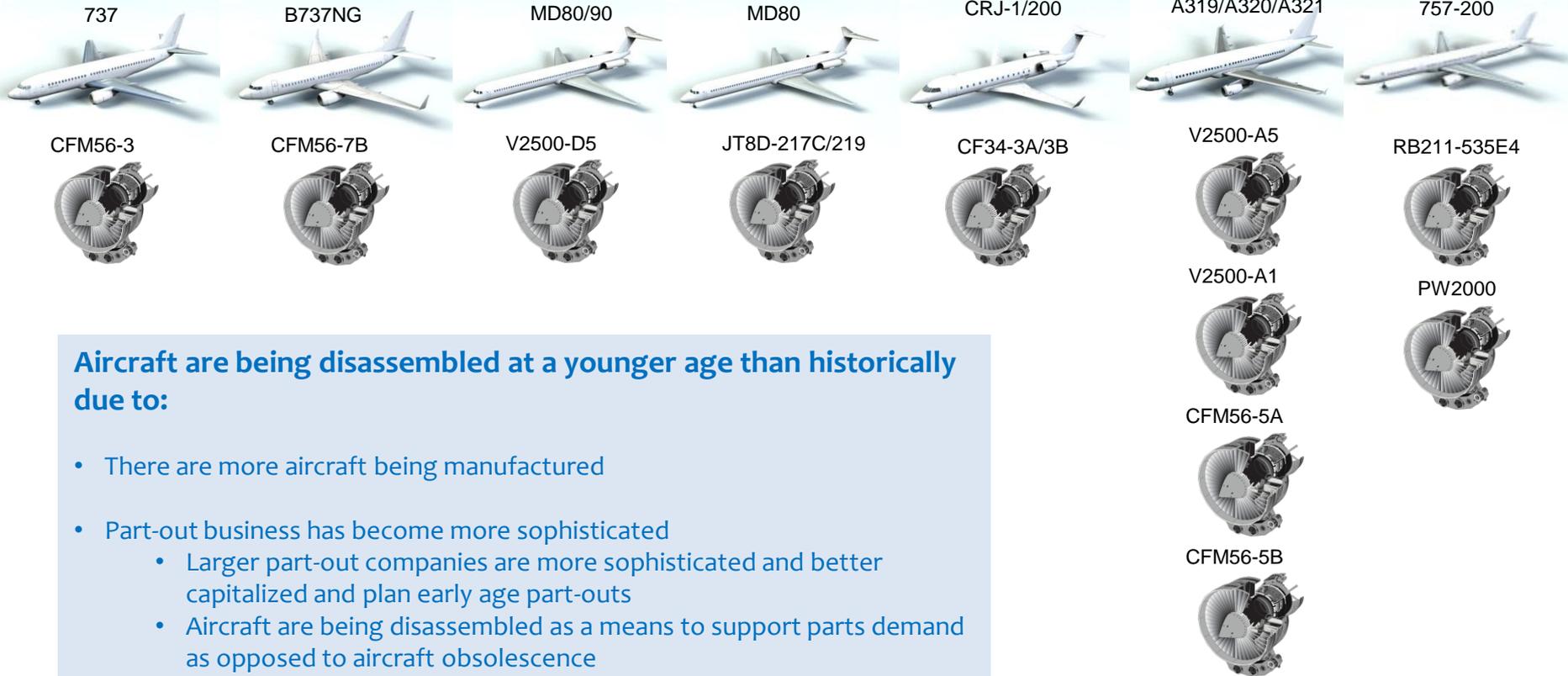
### **Supplemental Structural Inspection:**

Established requirements to perform damage tolerance analysis of principle structural elements in order to establish inspection programs to detect fatigue damage. Around the same time, the FAA issued AC 91-56 and suggested that manufactures also perform a similar analysis on airplanes certified to prior amendments of 14 CFR 25 (including CAR 4b) that utilized the Fail-Safe Design philosophy.

# Maximizing Asset Value Through an "Asset Resale" Program



# Current Aircraft Narrowbody & Regional Aircraft for Disassembly



## Aircraft are being disassembled at a younger age than historically due to:

- There are more aircraft being manufactured
- Part-out business has become more sophisticated
  - Larger part-out companies are more sophisticated and better capitalized and plan early age part-outs
  - Aircraft are being disassembled as a means to support parts demand as opposed to aircraft obsolescence

# Current Aircraft Widebody Aircraft for Disassembly

A340



CFM56-5C



A300



CF6-80C2



CF6-80A



PW4000



JT9D



A310



CF6-80C2



PW4000



CF6-80A



B747



CF6-80C2



JT9D



PW4000



B767



CF6-80C2



CF6-80A



PW4000



B777



GE90



PW4000



MD11



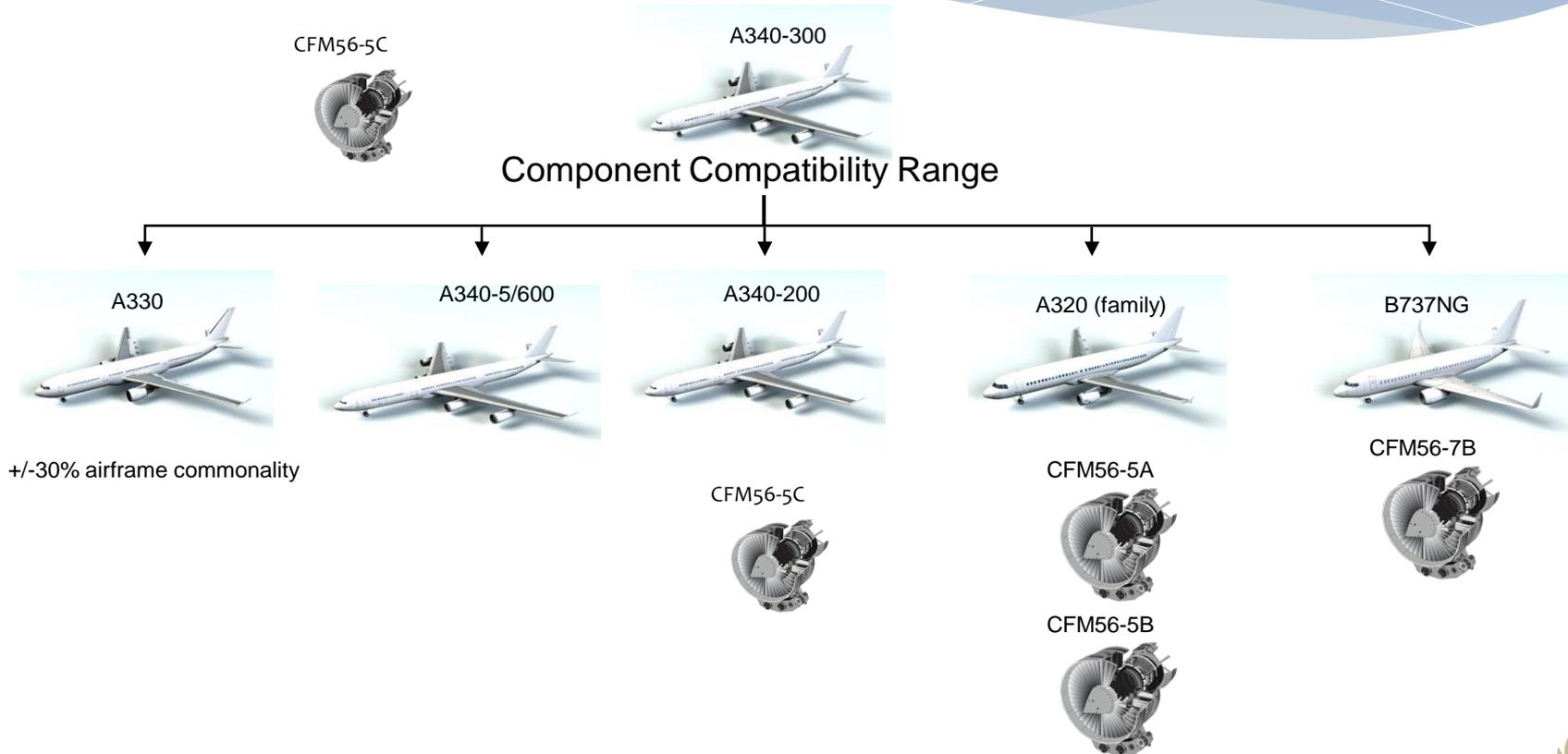
CF6-80C2



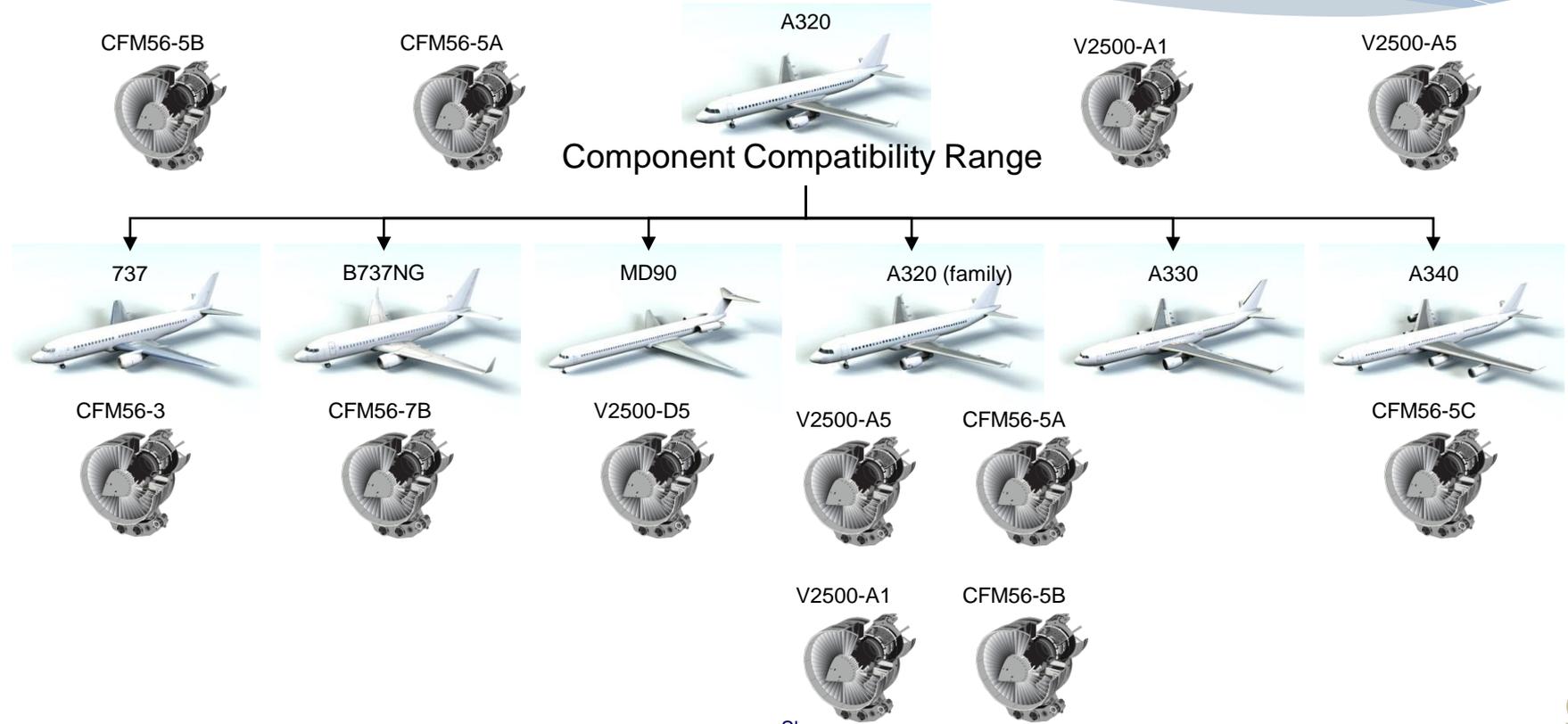
PW4000



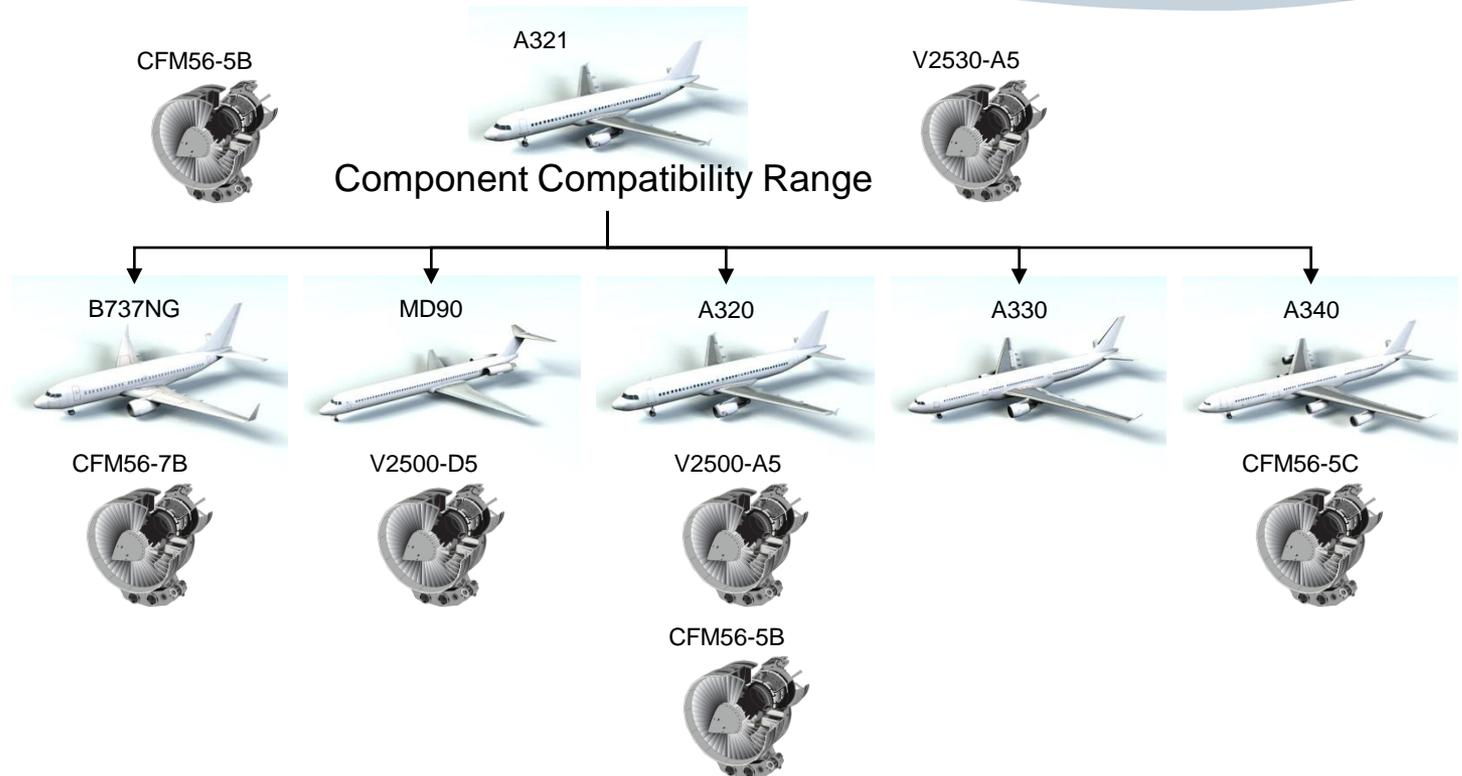
# A340-300 Compatibility Chain



# A320 Compatibility Chain



# A321 Compatibility Chain





# Thank You

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## **What is AS9120 and who is it for?**

The AS 9120 Standard is the requirements for a Quality Management System based on AS 9100 which adds 100+ additional requirements that are specific to distributors who carry aircraft components like, fasteners, electronics, gaskets, etc. It helps ensure that they handle the materials properly and track the part from OEM to customer. AS9120 was developed for pass-through distributors of aerospace items and addresses chain of custody, traceability, control and availability of records.

Companies that procure parts, materials and assemblies and sells these products to a customer in the aviation, space and defense industries. This includes organizations that procure products and split them into smaller quantities.