

AFRA

Aircraft
Fleet
Recycling
Association



AIRCRAFT FLEET RECYCLING ASSOCIATION

Aircraft Dismantling & Government Regulations Panel

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AFRA ANNUAL MEETING

25 JUNE 2012 - SEATTLE



- Southern England
- Care and Maintenance
- CAMO
- EASA 145 Form 1 Parts Removal
- Aircraft Storage
- Component Bulk Storage
- Engine Storage
- Airframe Disposal





JMV Aviation, thanks to its Vallière Aviation associate expertise, is the first European Company prevailing upon Part disassembly accreditation.

Aircraft acquisition and recycling process



JMV Aviation

- Aircraft identification
- Aircraft purchase transaction
- Aircraft ferry to Châteauroux
-
- Aircraft parts remarketing



Valliere Aviation

- Aircraft disassembly
- Logistic management
- Removal of valuable parts
- Certification



Airframe Disposal

- Aircraft decontamination
- Metal/composite sorting
- Decontaminating
-
- Remarketing of processed scrap



**EASA PART 145 Approved
Accredited by AFRA**

**ISO 14001:2004
Certified**



- Leading independent distributor of aviation surplus components
 - 22% market share airframe components
 - 7% market share engine parts
- Established, loyal customer base
- Preferred supplier to major Airlines, MRO's and OEM's
- Strategic relationships with large industry OEMs
- Industry Leading Quality Assurance



The Environmentally Responsible Choice

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AELS
Aircraft End-of-Life Solutions

AELS, your partner in total end-of-life solutions and material recycling

- Aircraft Disassembly
 - On-site and home base
- Aircraft Dismantling
- Aerospace Materials Recycling
- Component Management



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Subjects

- ◉ Environmental regulations
- ◉ Export Controls, Customs and Other Cross-Border Concerns
- ◉ Contracts
- ◉ Aviation regulation

We are here for you, so please ask questions!



Environmental regulations

Environmental Permitting In England and Wales for End of Life Aircraft



- Bespoke Site Permit
 - Permit Required by a fixed base operator.
- Mobile Plant Permit
 - Permit required for off site aircraft disassembly.
- How does this affect our business?
 - Increased Cost of Dismantle,
 - Time constraints and Limitations



Environmental regulations

The Future

- Teardowns in the UK and Europe
 - The industry will become more monitored.
 - Less desirable to part out remotely stored Aircraft.
- Impact on Landfill
 - Composite Material Recycling.
 - Litigation for recycling key materials.





Export Controls

1. Export/Re-Export Controls
2. Customs Classification
3. Civil Aircraft Provisions
4. Origin Determinations
5. Valuation in a Non-Sale Environment

Pillars of Cross-Border Trade:

- ⦿ -What is it? (HTS/ECCN)
- ⦿ -How much is it Worth? (TV, Other)
- ⦿ -Where was it Made (Preferential or Non-Preferential)
- ⦿ -No Business with “Bad Guys” (DPL/RPL)
- ⦿ -Control the Secret Recipe (License Controls)
- ⦿ -Record Keeping
- ⦿ -Control Environment



Contracts

SOURCE OF CONFLICTS

- LIST OF COMPONENTS TO BE REMOVED
 - What to remove? (rotables, consumables, raw materials)
 - Where to put the limit?
- CERTIFICATION OF THE DISASSEMBLY COMPANY
 - AFRA, EASA, FAA, etc.
- LOGISTICS
- TAT: 3 WEEKS OR 3 MONTHS



Contracts

○ INSURANCE

- What happens in case of parts damage?
- What happens in case of damage caused by acts of God?

○ RECLAMATION OF THE AIRFRAME

○ LEGAL ENVIRONMENT: WHICH LAW? NEW YORK OR CHATEAURoux?

○ CUSTOMS

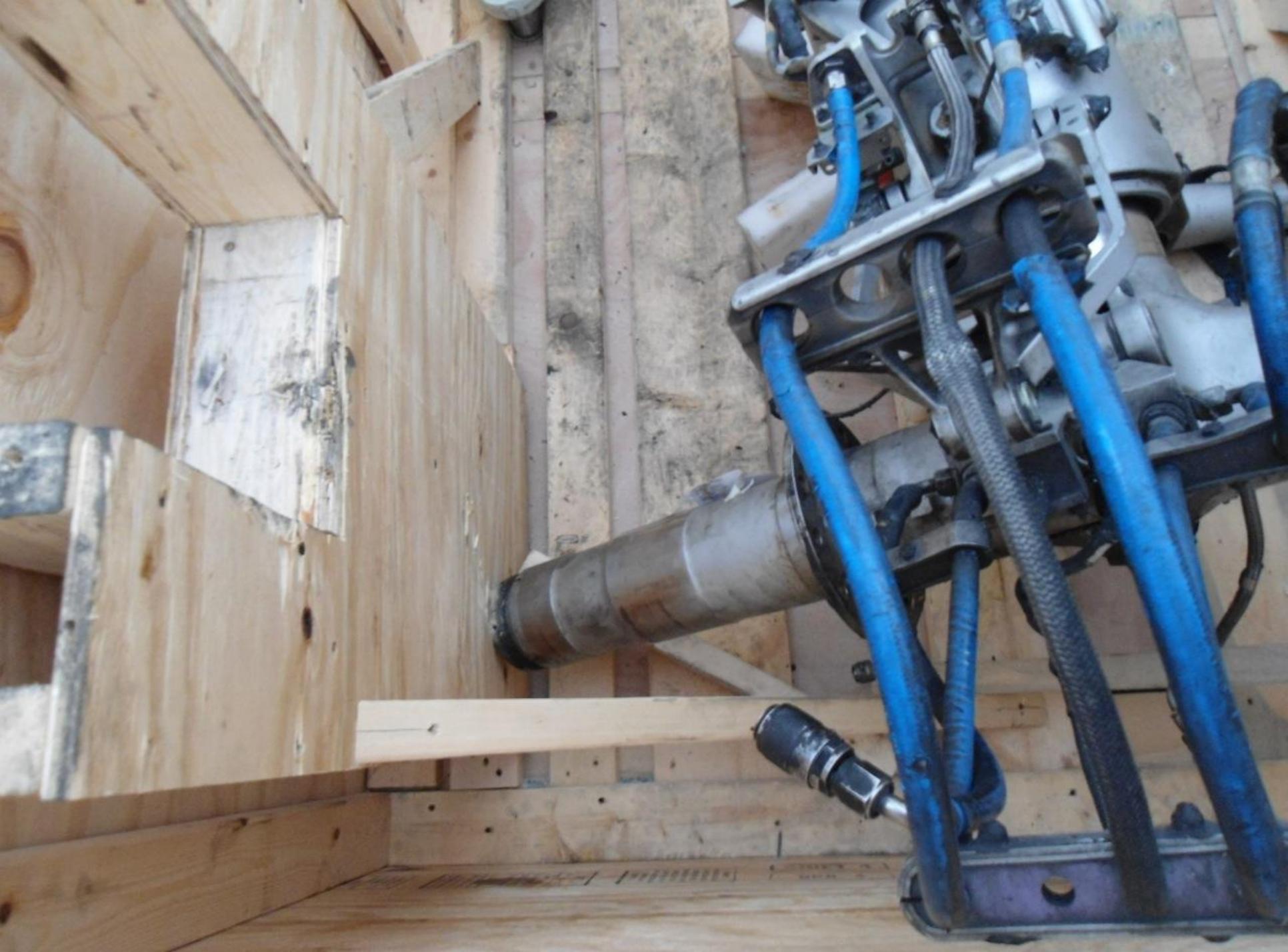
○ PRICE





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Aviation regulation

- ◎ FAA versus EASA
 - Within EASA countries
 - Non FAA or EASA countries

- ◎ Developements

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