

Needs for Manston Airport **Recycling** Oral /Written Specific issue hearing

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Hello, my name is [REDACTED] the Vice-Chair of Kent Needs Manston Airport (KNMA)

Much has been spoken about air cargo needs, KNMA wish to discuss Aircraft Re-Cycling Needs.

*The UK needs more aircraft re-cycling capacity

*With an estimated 12,000 ⁽²⁾ aircraft retiring in the next 2 decades

*At the moment an average age for a commercial aircraft retirement is approximately 25 years, after which an arduous, highly technical, labour intensive dismantling & re-cycling process follows

*All part of a lucrative market valued at over £60.5m (\$80m) per year

*In the UK there are a number of parts re-cycling companies but very few actually do aircraft 'tear-down', as these need to be based on an airport for the end of life aircraft to fly into ⁽³⁾.

*A quote from an existing tear down facility "we have customers queuing up for disposal & we see huge potential for our dismantling & recycling facility"⁽⁴⁾.

*Aircraft components can be recovered, reconditioned & stored for reuse or for sale

*In addition, fuel, lubricants and other potential pollutants can be taken away for recycling

*The Tear-down process is both labour intensive & requiring a high level of training/skills ⁽⁶⁾

Manston Airport can provide some of this capacity both now & increased future requirements.

RSP plan to have based at Manston, a teardown & recycling facility to help to meet the growing need for this in the UK, without this facility a lot of the multi-million pound business will be lost to the UK ⁽⁵⁾.

Airliners arriving for 'tear-down' can be worth around 5m, once broken to spare parts they could be worth up to 9m.

In fulfilling a National Need, Manston Airport can help to fulfil a Local Need. From the latest 2019 employment figures an operating Manston Airport can provide much needed employment to Thanet far greater than any other potential source, including tourism.

Unemployed totals:

Great Britain	– 2.8%
Kent	- 2.2%
Canterbury	- 1.8%
Thanet	- 5.2%

Only a re-opened Manston Airport as proposed by RSP provides the answer to these needs.

Thanet is an area of very high unemployment, one of the highest in the UK, yet it is expected to massively increase its working population through the new local plan by adding thousands more houses.

Without re-opening Manston Airport nothing that is being proposed by the current owners comes near to providing an answer to Thanet's potentially increasing unemployment needs.

Much has been said by others about air cargo needs ,KNMA wish to make you aware of Re Cycling Needs .

Source information:

AFRA <https://afraassociation.org/news-events/industry-news/>

(2) See pdf attached.

<http://www.cotswoldairport.com/aircraft-breaking>

(3)See pdf attached,

<https://recyclinginternational.com/business/customers-queuing-up-at-klm-aircraft-recycling-centre/>

(4) See pdf attached.

Source information:

KNMA "How and why you need to re-cycle your Jumbo Jet .

(5) see pdf. attached

The story of Air Salvage International pdf . <https://www.cotswoldlife.co.uk/flying-finish-for-air-salvage-1-4109185>

(6) see pdf. attached

From the latest 2019 employment figures , a reopened Manston Airport can provide much needed employment to Thanet far greater than any other potential source , including tourism.

East Kent Employment Data compiled by KNMA

January 2019	Canterbury	Dover	Shepway/ Folkestone- Hythe	Thanet	Kent	Great Britain	Source & Date
Area of Land in Hectares	320,790.76	320,395.57	360,500.00	110,705.55	3,622,357.54	–	ONS & DCLG 2005
Population	162,500	114,600	111,00	140,800	1,540,400	–	ONS ,MYE 2016v2,22nd March
Unemployed ,No/%	1925/1.8%	2420/3.5%	1935/3.0%	4290/5.2%	21025/2.2%	981307/2.8%	ONS Jan 2019, 16-64
18-24 Unemployed	435	505	380	845	4390	180345	ONS Jan 2019
% of Workforce	1.6%	6%	5%	7.9%	2.2%	2.3%	ONS Jan 2019 , 16-64

Source :ONS Jan 2019

Without a reopened Manston Airport nothing proposed by its current owners comes near to providing an answer to Thanet's employment needs ,only Riveroak Strategic Partners plans for Manston Airport provides the **answer to these**
NEEDS .

Industry News

With an estimated 12,000 aircraft retiring in the next 2 decades, aircraft recycling offers a broad range of opportunities for expanding your aerospace or recycling business. AFRA is here to help you keep in touch with the industry. From AFRA news, to industry information, to research and development opportunities - AFRA provides you with ways to grow your business.

- [Boeing, ELG Carbon Fibre Find New Life For Airplane Structure Material In Groundbreaking Partnership](#)
- [New Rules Coming For Teardowns](#)
- [From the Sky to Your Home, Plane Parts Get a Second Life](#)
- [Universal Asset Management First Ever to Fully Recycle Carbon Fiber from Commercial Aircraft](#)
- [The 747 Had a Great Run. But Farewell Doesn't Mean the End.](#)
- [European Remanufacturing Council Launches With a Nod to Hollywood](#)
- [Aircraft Recycling: Up To The Challenge](#)
- [Southwest Airlines and Kalitta Air Join AFRA as Airline Members](#)
- [The Sum of the Parts](#)
- [DailyMail: It's Jalfreasyjet! Indian Restaurant Boss Who Dreams of Being a Pilot Buys His Own Private Aeroplane and Pays For It In CURRY](#)

Aircraft Disassembly

We are pleased to announce that Kemble Air Services (KAS) is a member of the Airline Fleet Recycling Association (AFRA). <http://www.afraassociation.org/>

The airport is home to one of the world's most thriving aircraft recycling organisations, Air Salvage International (ASI).



Air Salvage International

(ASI) is a world leader in delivering professional disassembly services to the global aviation industry. With over 18 year's extensive experience, ASI has disassembled almost 600 commercial aircraft at airports worldwide.

At its custom built facility at Cotswold Airport it has 170,000 sq ft of hangarage, including a climate controlled engine bay/avionics depot, bulk component storage, and parking for up to 20 wide/50 narrow bodied aircraft. It offers accurate part-tracking/re-certification as well as EASA Part 145/FAA approved line maintenance services and CAMO through its organisation affiliate GCAM.

Its sister company **Skyline Aero** is also based on site providing inventory management, stock consignment, component/engine leasing, and repair management to compliment the disassembly services offered by ASI. All of ASI's operations are carried out in compliance with strict Government regulations, including the Environment Agency. ASI is one of the founding members of AFRA (**Aircraft Fleet Recycling Association**) and was the first UK company to be accredited by them. It also holds accreditations for Quality Management (ISO 9001) and Environmental Systems Management (ISO14001).

Air Salvage International Limited
Hangars H1 and H2
Cotswold Airport
Cirencester
Gloucestershire
GL7 6BA

www.airsalvage.co.uk

Customers 'queuing up' at KLM aircraft recycling centre

Business – Editorial Staff – January 10, 2014

United Kingdom – Major airline KLM has unveiled a new facility for dismantling and recycling aircraft at its engineering subsidiary in Norwich in the east of England.

Claimed to be 'one of a handful of aircraft recycling centres in Europe', it offers a cradle-to-cradle service for a whole range of planes including Boeing 737s, Airbus A320s, Fokker50/70/100s and BAe 146/Avro RJs.

Aircraft components can be recovered, reconditioned and stored for reuse or for sale. In addition, fuel, lubricants and other potential pollutants can be drained potentially for recycling.

A dozen aircraft will be handled in the centre's first year, with the figure doubling to 24 by the second year. 'We have customers queuing up and we already have four aircraft on site for disposal,' confirms KLM UK sales director Dave Spalding. 'Globally, the aviation industry has 12 000 aircraft which will need to be scrapped in the next 20 years so we see huge potential for our new dismantling and recycling facility.'

Ten engineering jobs will be created at the centre.

For more information, visit: www.klmukengineering.com



How and why you need to recycle a Jumbo Jet

It can take three months or more and a lot of elbow grease and skinned knuckles, but planes are usually recycled when they get too old, are not needed anymore or plainly go out of fashion!. Just how is it done?

The shell of the 747 cargo jet, carefully balanced, shudders as its left wing slaps down to the ground. All this while an excavator machine, equipped with a giant claw, tears into the tail of this once proud aeroplane, shredding its protective skin into strips of scrap metal.

After decades of safely transporting tons of freight to destinations around the globe, this is the fate that awaits the aircraft when it reaches the end of its life. It is then that it has to be scrapped.

Plane parts are bought for any number of reasons. Anything from flying controls to doors and windows are bought by aviation companies for reuse, Many items bought up, by production companies for film and TV and by the likes of the SAS for training. Seats are just one item of so many, bought by enthusiasts for their homes.



It costs a plane's owner between £75,000 to £130,000 to dismantle a 747, depending on what is required. The entire process can take up to three months.

Life is mostly determined by Airframe hours accrued and Landing cycles, whichever comes first as defined by the manufacturer. Up to 50% of an early make of jumbo jet can be recycled and on average they reach end of life after 25 years. This can also be for a number of other reasons - wear and tear, costing too much to repair, failure to meet new environmental regulations or simply being 'out of fashion'.

The process can be defined into three areas: engines, component parts and fuselage. The core value of a plane is its engine, which can make up 80% of its total value. The rest of the plane can be sold for spares for about £275,000-£300,000.

The engines are the first thing to be taken off a plane after it arrives at the recycling centre. They are tested, if okay they can be fitted into another plane, if they fail they can be stripped down for parts or returned to the manufacturers to be repaired. You usually get more money for parts, rather than reselling the engine as whole.

Many planes are stripped of their engines and kept at an Airfield until their owners, or a Leasing company who loan planes to airlines, decides on their fate.

Some companies lease out engines under a scheme known in the industry as "power by the hour", which sees an airline pay for each hour that a leased engine is used.

The parts of a plane that can be taken off for re-use, include items such as its flight deck instruments, black box flight recorders, air conditioning, flying controls, landing gears (wheels and hydraulics), flaps and spoilers, fuel system and cabin interiors - like doors and windows.

Parts must undergo very stringent checks and be given a Certificate of Air worthiness before they can be reused on working aircraft. This can be done on-site by the Recycler who has to comply with certain regulations such as, The EU Waste directive(EU2008), the PAMELA (**P**rocess for **A**dvanced **M**anagement of **E**nd-**L**ife **A**ircraft) Project, which has set standards and not only for this procedure, ideally they should be accredited to AFRA. Some parts are returned to the original manufacturer by their owner for a complete overhaul and reuse. Every part, right down to the nuts and bolts, has accompanying paperwork that details everything about its history. These documents are kept for up to nine years after an aircraft is destroyed.

Approximately 50% of an older 747 can be recycled, whereas a newer Airbus A320 may have 95% of its parts reused. What can't be recycled is sent to a landfill site.

The landing gear is the last thing to be taken off, leaving just the metal fuselage, which is propped up.

The final act, is when it is then crunched up into metal fragments, using an Industrial wrecking machine, equipped with a giant claw.



A 747 can take two days to be totally crunched. These are then taken off to specialist recyclers, who identify and handle them according to their type - Aluminium, Copper or Steel. A more modern Airbus can be broken up in just six hours, although the entire recycling process usually takes about eight weeks. Apart from scrapping the metal, or saving parts for reuse on existing aircraft, there is still more you can do with an old plane. Examples being, TV companies have blown up planes in films, they have also been used to demonstrate the consequences of terror plots. Many sections of aircraft have been and are still supplied for use in film sets.

Included in its many uses, it has also been used to test exactly how many explosives are needed to blow in the door on a 747, without injuring the passengers. The SAS has also used parts to work out how to gain access to aircraft by



stealth, without blowing any holes but by using the existing structure of the plane. The Police and Armed forces have also made use of it, by shooting at seats, thus enabling them to detect the behaviour of bullets in an aircraft environment. Doors from an

Airliner are currently used to allow Steward/Stewardess's in training to practise removing them and throwing them out to allow an emergency escape.

The rear section of an Airbus can be sliced off and sold to an Airline, this allows its baggage handlers to practise loading luggage into the hold. Also with its top half cut away and sent to a training college, it has a possible help in fire drills at Fire schools, such as the Defence Fire Training and Development Centre (DFTDC) which trains fire fighters and is based at Manston Airport.

Researched by MN

Kent needs Manston Airport (KNMA) 2017

The story of 'Air Salvage International'

A good proportion of the world's ageing aircraft retire to the Cotswolds. Sadly though, a fairytale life within a gated community of like-minded elderly aircraft strolling in manicured gardens looking forward to a good game of bridge does not await them.

Instead they are flown into Cotswold Airport near Cirencester where teams of engineers at Air Salvage International carefully break them down, recycle as much as possible and return parts into the industry, properly logged and regulated, as spares for aircraft still in service. Driving past this small private airport in the Cotswold countryside you will spot a lot of large, foreign aircraft with unfamiliar carrier names. That's because Air Salvage International is now the biggest aircraft dismantler in Europe, breaking down around 14% globally of the world's aircraft being retired.

The company was set up by Mark Gregory around 18 years ago and it's been based at Cotswold Airport for 14 years, dismantling around 50-60 aircraft a year.

Air Salvage, which turns over in excess of £4 million a year, also works closely with its parts trading affiliate Skyline Aero, and is called in to attend most of the UK's non fatal aircraft crashes (the ones where planes come off the ends of runways or other such expensive mishaps). Another 'wing' of the company, GC Aviation Partners (GCAP), purchases aircraft on stub leases. Aircraft are generally owned by banks or hedge funds who lease them to aircraft operators. When the aircraft is coming to the end of its lease, the operator will sell on the remaining lease of the ageing aircraft, before flying into Cotswold Airport for it to be dismantled and recycled.

Mark employs 47 people, [REDACTED] who heads up the marketing and travel operation, and his 24-year old son [REDACTED], who runs the parts trading company.

Mark loves boys' toys (that's boats and cars as well as aeroplanes and he owns one or two of each), but he started off as an engineering apprentice at Dan Air in the late 1970s and stayed there for 17 happy years before Dan Air was bought out by British Airways. BA wanted the operator's routes, not its planes, and sold off the engineering division. Mark found himself working for new owners.

"I'd loved working at Dan Air," he says. "The company had a lot of oddball aircraft so we'd all picked up a huge range of skills, as we travelled over Europe fixing them. It was great working for a family airline. In the new job there was no travelling and the work was dull so I applied twice for voluntary redundancy and finally they took the hint."

But rather than finding another engineering job and sensibly squirrelling his redundancy away for the future, in the spirit of Jack who took his mother's cow to market and sold it for a handful of magic beans, Mark took his redundancy money and bought an old aircraft.

Like Jack's beanstalk, it was the route to riches, though it took a few years. [REDACTED] explains: "I'd set up a small business repairing light aircraft but then I met a company developing aircraft doors for training purposes. They wanted me to get hold of an aircraft door and frame, but I couldn't buy just those, so I bought the whole aircraft instead."

He took a huge gamble, but Mark sold the plane's door and door frame for the same price as he'd paid for the whole aircraft and spent the next six months dismantling and selling on the rest of the aircraft. "It was the summer of 1997 and just me dismantling the aircraft with my dog beside me, seven miles from where I lived. I was able to sell a lot of the parts to Emerald Airways, but I decided to keep the flight deck, which I transported home to put in my garden."

Mark was at the vanguard of a brand new industry. Over the next few years he was approached again and again by companies needing air salvage services and he took on staff. The company undertook work for a range of airlines, including Virgin Atlantic, which had a 747 it needed removing from service.

At the time he was living and working in Hampshire, but his base wasn't big enough to accommodate it so he hired a plane and went flying around the south of England, finally spotting Cotswold Airport (known at the time as Kemble Airfield).

"There wasn't much here at the time, and the airport was in the process of being sold off by the MOD, but it was perfect for us."

Having found a new home, Mark secured the Virgin deal and brought the aircraft in. "We'd worked on A300 wide bodied aircraft at Bournemouth Airport but moving to Cotswold Airport

and stepping up from A300s to a 747, which was three times the size, opened up new opportunities and contracts for us.”

Airliners arriving for dismantling at Air Salvage International can be worth around \$5 million. Once they're spare parts, they could be worth up to \$9 million. It didn't take long for the financial markets to discover this. “Hedge funds buy aircraft because it makes financial sense,” says Mark. “If they buy an aircraft for, say \$12 million, they can make a few more million by bringing it through here and breaking up for spare parts. It's a good way to make money for investors.”

Around 90% of the aircraft that come through Air Salvage are owned by leasing companies and banks and which are coming to the end of their leases. The other 10% of the business is supporting operators by providing a spare parts service to them to keep an ageing fleet going.

“Everything we do is controlled by the standards authorities,” explains Mark.

“With operators increasingly being fined for delays, they are trying to build up their spare parts inventory. We work with six operators including a few major tour operators in the UK. Another customer is Air Atlanta which owns many 747s. All the parts come off under strict EASA or FAA procedures and are thoroughly tested and inspected. Provided we have the correct documentation they will go back on the shelf as serviceable parts.”

In the beginning Mark had no track record and no offices. It was just him and his dog. “The airline that gave me the most substantial work to start me off was Channel Express Airways at Bournemouth.” It took Mark six years to start making money and don't underestimate the height of his achievement. Persuading an aircraft operator to trust you with their \$10 million aircraft takes charm and knowledge. Mark has both in abundance