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ICAO Global Aviation Partnerships on Emissions Reductions (E-GAP)

Aircraft Technology- Aircraft End life

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Background:

- UAE has 5 airports. 5 National Carriers.
- Aircraft arrived and been lifted for more than 10 years.
- Total Left Aircraft =66
- Total aircrafts have reached end of life or are not airworthy= 54.
- The aircraft types are a combination of various types e.g
AN26, AN24, AN12, AN28, IL76, AN12, IL62, IL86, B707, DC10,
L1011, L100.



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Why they been lifted?

- Aircraft came for long-term parking, no response from aircraft owner.
- abandoned.

What are the current procedures?

- local procedure and GCAA recently published procedure ([GCAA Procedures](#)).
- A private company is contracted to carry out the dismantling and they have their own procedures which are similar to AFRA process.



Challenges:

- **Number**: increasing.
- **Expertise**: Aircraft dismantling and recycling expertise are very limited.
- **Legality and accountability**: finding the owner or operator of the aircraft. De-registration of the aircraft before dismantling requires the owner to give consent and this is the most difficult part.
- **Operational**: no unified international procedures.
- No clear lay down procedures are available



Questions for ICAO:

- Does ICAO have a plan to setup rules and regulations for end life aircraft disposal?
- Currently no ICAO guidelines available?
- What is ICAO future plans to protect the environment from aircraft being disposed?
- In cases where the aircrafts registration does not exist in their countries register what happens?
- What is country of registration responsibility and ICAO recommendation when it comes to abandoned aircraft?



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UAE Partners multiplying environmentally sustainable aviation action



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