



Trace summary:

Aircraft: Airbus A320-211
MSN: 0109
Registration: G-BUSJ

Operators:
1990 – 2011 British Airways

Lease return:
British Airways returned the aircraft on October 31st 2011 to Lessor, GA Telesis at London Gatwick.

Ferry flight:
British Airways performed a ferry flight from London Gatwick (LGW) to Chateauroux (CHR) on November 23rd 2011.

Use of airframe by IAI TaxiBot:
The aircraft was used by IAI Taxibot to test the TaxiBot system. The aircraft was maintained in accordance with the Airbus AMM and was not flown since arrival at Chateauroux.

Sale of Airframe:
GA Telesis sold the airframe to Aircraft End-of-Life Solutions (AELS) B.V. on June 2th 2014.

Disassembly and dismantling:
Aircraft End-of-Life Solutions (AELS) B.V. has disassembled the aircraft and dismantled the remaining airframe in June 2014.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Derk-Jan van Heerden", is written over a horizontal line.

Derk-Jan van Heerden

Aircraft End-of-Life Solutions (AELS) B.V.
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BIC: ABNANL2A
Euro Account: 56 71 35 160
IBAN: NL73ABNA0567135160
USD Account: 58 97 03 374
IBAN: NL73ABNA0589703374



ACCIDENT AND INCIDENT STATEMENT

□


G-BUSJ

Serial Number: 109

Engine Serial Numbers 731166 and 731324

A review of the relevant technical records relating to the above Aircraft and its installed major Components and Engines has been carried out, and, on the basis of that review, no defect, fault or other irregular circumstance such as severe heat or stress has occurred and resulted in an accident or serious incident reportable to the United Kingdom Civil Aviation Authority pursuant to the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 1996 (or any successor legislation) whilst the Aircraft and Engines have been operated by British Airways Plc (other than the three reportable occurrences attached in Appendix A) and during such time not operated by the Military.

Dated this 25th.....day of October.....2011

Signed: .....

Name: Adrian Hassell

Position: Aircraft Documentation Manager

Attachments – Appendix A – AAIB report

REGN:- G- BUSJ

MSN: 0109

Aircraft Hours: 42,374.03 Aircraft Cycles: 31,144

Engine No. 1 Serial No: 731166 Pt. No: CFM56-5A1

Engine No. 2 Serial No: 731324 Pt. No: CFM56-5A1

APU Serial No: P109C Pt. No: GTCP36-300A


On this date 31st October 2011 GA Telesis has technically accepted the subject aircraft G-BUSJ at London Gatwick Airport.

Engine Serial No. 731166 Hours: 38,223.13 Cycles: 29,316

Engine Serial No. 731324 Hours: 37,696.77 Cycles: 27,364

APU Serial .No. P109C Hours: 23,803 APU Cycles: 41,712

Aircraft records are no longer maintained by British Airways Plc.

Signed by:-  PL
014

Date:..... 31/10/2011

DALJIT KAUR ATWAL
QUALITY ADMIN CO-ORDINATOR
DOC MANAGEMENT & COMPLIANCE AUDIT



Date: 12.2.2014

To whom it may Concern

AIRFRAME Reg: G-BUSJ MSN 109

| | |
|------------------------|----------|
| Total Time Since New | 42374.86 |
| Total Cycles Since New | 31,145 |

This Aircraft was maintained I/A/W Airbus AMM and was not flown since arrival to Chateauroux, France.

APU : APU PN: GTCP36-300A

APU SN: P109C

| | |
|------------------------|--------|
| Total Time Since New | 24,479 |
| Total Cycles Since New | 42,100 |

LANDING GEAR

| | NOSE | LEFT | RIGHT |
|------------------------|-----------|---------------|---------------|
| Part Number | D23175005 | 201375009-120 | 201375010-120 |
| Serial Number | B633 | MDG-1133 | MDG-1134 |
| Total Cycles Since New | 18,971 | 19,088 | 19,088 |
| Cycles Since Overhaul | 4,772 | 4,499 | 4,499 |

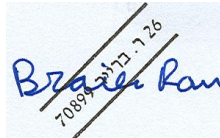
This is to certify that the above have not been involved in an incident, accident, major failure, or subjected to extreme stress or heat (as in fire) outside of normal operation, nor have they been immersed in salt water or otherwise exposed to corrosive agents outside normal operation.

During the Chateauroux testing there were few cases of getting close and even overshoot of the Nose Landing Gear (NLG) manufacturer safety limit, see appendix A and NLG load records see appendix B. Based on these records, in case G.A. Telesis intend to sell the NLG as airworthiness part, we recommend to submit NLG for inspection by the OEM/MRO or other approved organization, as described in the airplane maintenance manual.

All the above were manufactured by an FAA approved manufacturer or one of their authorized licensees and have not been obtained or operated by any Government or Military agencies.

- No Non-OEM/DER repairs were performed on the Aircraft, Landing Gear or APU.
- No PMA parts were installed and/or incorporated in the Aircraft, Landing Gear or APU

Sincerely,



Ran Braier

TaxiBot program director



Arie Perry

TaxiBot Chief Engineer

BILL OF SALE

June 2, 2014

For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, **GA TELESIS A320 MSN 109, LLC** (“**Seller**”), owner of the Airframe described below (hereinafter referred to as the “**Airframe**”):

1. one (1) Airbus Model A320-211 Airframe bearing manufacturer’s serial number 109, less nose cowls and thrust reversers; and
2. all Airframe Documents owned by Seller,

does hereby sell, grant, transfer and deliver all its right, title and interest in and to the Airframe to **AIRCRAFT END-OF-LIFE SOLUTIONS (AELS) B.V.** (“**Purchaser**”), to have and to hold the Airframe forever. Seller hereby warrants to Purchaser, and its successors and assigns, that there is hereby conveyed to Purchaser full legal and beneficial title to the Airframe.

This Bill of Sale is being delivered pursuant to the Airframe Sale Agreement dated as of May 12, 2014 between Seller and Purchaser (the “**Sale Agreement**”). Capitalized terms used herein and not otherwise defined herein shall have the meanings given thereto in the Sale Agreement.

THE AIRFRAME AND EACH PART IS BEING SOLD AND DELIVERED TO PURCHASER “AS IS” AND “WHERE IS,” AND, EXCEPT AS EXPRESSLY PROVIDED ABOVE OR IN PART A(6) OF SCHEDULE 3 OF THE SALE AGREEMENT, WITHOUT ANY REPRESENTATION, GUARANTEE OR WARRANTY OF SELLER EXPRESS OR IMPLIED, OF ANY KIND, ARISING BY LAW OR OTHERWISE AS TO THE CONDITION THEREOF.

THIS BILL OF SALE SHALL IN ALL RESPECTS BE GOVERNED BY, AND CONSTRUED IN ACCORDANCE WITH, THE LAWS OF ENGLAND AND WALES.

IN WITNESS WHEREOF, Seller has caused this Bill of Sale to be duly executed as of the date first above written.

GA TELESIS A320 MSN 109, LLC

By: 
Name: Jack Portlock
Title: **Senior Vice President
Chief Financial Officer**