

**Question for written answer E-005210/2014  
to the Commission**  
Rule 117  
**Kathleen Van Brempt (S&D)**

Subject: Aircraft dismantling and recycling

Between 2005 and 2007, a demonstration project known as PAMELA-LIFE (Process for Advanced Management of End-of-Life of Aircraft) was launched with EU support, the purpose being the dismantling and recycling of end-of-life aircraft, finally making it possible to recycle components totalling up to 85% of the weight of the decommissioned aircraft.

In practice, however, large sections of aircraft containing valuable materials are all too frequently scrapped, leaving many components mixed together and consequently downgraded. The Commission, on the other hand, is seeking to recycle valuable materials for a suitably worthwhile purpose.

However, no mandatory provisions have yet been introduced regarding end-of-life aircraft, which fall outside the scope of the relevant provisions for other vehicles (Directive 2000/53/EC on end-of-life vehicles). At the same time, vehicles are deliberately excluded from the amended directive on waste electrical and electronic equipment.

1. Does the Commission consider that, in view of the large number of aircraft to be decommissioned in the coming years and the less-than-optimal current recycling practices, it is necessary to introduce a legislative initiative for end-of-life aircraft?
2. What does the Commission regard as the most important measures to ensure the dismantling and recycling of aircraft while ensuring the optimum upgrading of recycled components?
3. Does the Commission have any research findings more up to date than those of the PAMELA project regarding end-of-life aircraft? If so, what are these findings?
4. What other end-of-life aircraft initiatives does the Commission have in the pipeline?