



TARMAC
AEROSAVE

Press Kit

Update: 15 June 2025

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TARMAC Aerosave

in brief

Founded in 2007 in Tarbes (France), in 2013 in Teruel (Spain) and established in 2017 in Toulouse-Francazal, TARMAC Aerosave (Tarbes Advanced Recycling & Maintenance Aircraft Company) offers the largest aircraft and engine storage capacity in Europe, backed by expertise in maintenance, transition and aircraft/engine recycling on CFM56s and LEAP 1A/B.

The three sites can store 280 aircraft and the maintenance activity covers all the major aircraft (Airbus, Boeing, ATR). A dedicated engine workshop also takes care of engine storage, servicing and recycling.

Using an **environmentally responsible approach**, TARMAC Aerosave continues to develop advanced dismantling and recycling techniques, recognised by ISO 14001 certification, and achieves **up to 92%** recovery rate. TARMAC Aerosave also holds ISO 9001, EN 9110, EN 9120 certification, and EASA/FAA Part 145 and EASA Part 147 approvals and is AFRA Diamond accredited..

Enjoying a sound shareholder base (Airbus, Safran Aircraft Engines and SUEZ), TARMAC Aerosave has managed to **accommodate more than 1,800 aircraft, redeliver more than 1,350 aircraft over 18 years, and recycle 420 aircraft and 250 engines**. 60% of our customers are aircraft lessors, 40% are airline operators.

130 aircraft are currently on site.

TARMAC Aerosave

some key figures



280 aircraft storage **places** (Tarbes 100 – Teruel 120 – Toulouse 60)

120 engine storage **places** (Tarbes 100 - Teruel 20)

AIRBUS

SUEZ

SAFRAN

3 shareholders: Airbus, Safran Aircraft Engines, SUEZ



3 sites: Tarbes, Teruel, Toulouse-Francal



1 comprehensive **range** of services



600 employees + 100 temps



30,000 m² of logistics capacity on **3 sites**



STORAGE

1,350 aircraft redelivered



TRANSITION

75% of accommodated aircraft returned to flight



MAINTENANCE

7 hangars, making 26,000m² in total



RECYCLING

420 aircraft and **250 engines** have been recycled since 2007

+92% recovery of remaining airframes



AIRCRAFT MANAGED BY TARMAC AEROSAVE UPDATE 15/06/25

4 "one-stop-shop" for the aircraft and engine lifecycle management:

- Aircraft and engine **storage**
 - Aircraft and engine **maintenance**
 - Aircraft **transition**
 - Aircraft and engine **recycling**
- } 85% of the activity

	2020*	2021	2022	2023	2024	TOTAL since 2007
Aircraft arrivals	230	180	125	103	160	1800
Aircraft departures	115	130	135	125	158	1350
Aircraft on site to date (31-Dec.)	220	230	195	143	115	-
Capacity	270	280	280	280	280	250-300
Aircraft recycled	50	40	30	33	35	420
Engines recycled						250

* Particularities of 2020: arrivals were spread out over the year. Peak in March-April 2020, with 60 arrivals over the period, including 24 arrivals at Teruel in May, which is huge in terms of workload, as each "phase in" can last 2 to 3 weeks. Normally, there are between 2 and 5 arrivals per month per site.

Key Dates

2007 - The creation of TARMAC Aerosave was announced during the International Paris Air Show by the founders: Airbus, Safran Aircraft Engines, SUEZ and Equip'Aéro. At the time, TARMAC Aerosave was an extension of the PAMELA-Life project.

2009 - Arrival of the 1st aircraft in Tarbes, an Airbus A319.

2011 - Creation of the TARMAC Aragón division in Teruel (Spain).

2012 - 100th aircraft arrives in Tarbes.

2013 - Launch of TARMAC Aragón activities

Arrival of the 1st aircraft in Teruel

2015 - New hangar in Tarbes, with 747 capacity.

2016 - Arrival of 400th aeroplane.

2017 - TARMAC Aerosave won the Edeis bid to use the Toulouse-Franczal site.

500th aircraft and the 1st Airbus A380.

2018 - Start of operations in Toulouse-Franczal.

1st A350 C Check in Tarbes.

2019 - 1st A 380 recycling.

Large-scale recruitment campaign.

Launch of a new (mobile) cutting machine for recycling.

800th aircraft arrived.

2020 - 1st B Check and redelivery of A380 (to HiFly)

225 aircraft stored and maintained in service during the Covid-19 crisis.

Arrival of 1,000th aircraft.

Opening of a temporary site at Paris-Vatry airport in the context of the COVID-19 crisis.

2021 - Launch of TARMAC Air project (Aircraft Innovative Recycling) as part of the *France Relance* plan, to industrialize and digitize the aircraft recycling activity.

Construction of the first recycling demonstrator, exhibited at the Airbus Summit in Toulouse.

2022 - Signature of a memorandum of understanding with Airbus and the city of Chengdu for the launch of an aircraft life cycle management service in China.

Inauguration of a new engine hangar in Tarbes.

2023 - Foundation of the Airbus Lifecycle Services JV.

10 years of the Teruel site.

2025 - Launching of the TARMAC Legacy brand and opening of an e-commerce site dedicated to the sale of decorative parts from the recycling activity.

Biography



**Alexandre
Brun**

**Président de
TARMAC Aerosave**

Alexandre Brun is an ISAE-Supméca engineer (French school of mechanical and digital engineering) and a graduate of the École Normale Supérieure de Cachan and HEC business school. He joined the aeronautics industry from the beginning of his career in the 1990s, at the SNECMA site in Gennevilliers.

In 2004, holding a Specialized Master in Management of a Strategic Unit, he co-founded then managed the “joint venture” Snecma-HAL Aerospace Pvt Ltd in Bangalore.

In 2010, he was appointed chief executive of the JV Snecma Morocco Engines Services in Casablanca, a company created by the French engine manufacturer and the airline Royal Air Maroc.

In 2013, Alexandre Brun was named director of civil engine maintenance at Safran Aircraft Engines, and joined the Saint-Quentin-en-Yvelines site.

On January 1, 2022, he became the third president of TARMAC Aerosave, a company specialized in aircraft and engine life cycle management, a subsidiary of Safran, Airbus and Suez groups. Alexandre Brun brings his experience in the production and maintenance of aircraft engines to strengthen the leading position of TARMAC Aerosave in managing the life cycle of aircraft and engines.



TARMAC Aerosave's business is organized around four main services: the storage, the transition, the maintenance and the recycling of airliners and aircraft engines. Storage and recycling are the historic activities that have made TARMAC Aerosave famous, thanks to innovative industrial processes for which the company holds world exclusivity. The company's client portfolio is composed of manufacturers, operators, owners and major lessors.

Storage

Benefiting from dry climates, **stored aircraft are kept in operational condition.** The aircraft are assigned to storage according to four factors: the seasonal nature of public transport, cyclical depreciation, transfer of ownership or change of operator. At TARMAC Aerosave, aircraft can also be seen with manufacturers' liveries, test aircraft benefiting from the long runway at Tarbes.

TARMAC Aerosave offers the largest aircraft storage capacity in Europe, with its three sites in Tarbes, Toulouse-Franczal (narrow bodies only) and Teruel, accommodating 280 aircraft simultaneously.

Since 2007, TARMAC Aerosave has handled 1,800 aircraft at its sites, 1,350 of which have been redelivered.

TARMAC Aerosave also offers parts storage and packs them in specially-made crates in its carpentry workshop.



Transition

The provision of **aircraft transition** services additional to storage consists of dealing with all the technical tasks that arise when an aeroplane changes owner or operator.

TARMAC Aerosave's very large storage capacity in France and Spain enables customers to take advantage of three geographically close sites and a **"one-stop shop"** offer. Transition is the key service, between storage, maintenance and return to service.

During storage, an aeroplane at TARMAC Aerosave benefits from:

- Rectification of end of lease non-conformities
- Technical support/expertise
- Cabin modification (IFE, WiFi...)
- Change of paint/livery elements
- Updating of registration/airworthiness certificates
- Acceptance flight assistance, re-delivery
- Packaging and storage of undelivered aircraft parts

TARMAC Aerosave also offers connectivity and WiFi during transition, with a hangar dedicated to these technical operations.

Maintenance

With its storage and hangar capacity, TARMAC Aerosave offers line maintenance (basic maintenance) and base maintenance (in a hangar) solutions that are **flexible and responsive**.

The aircraft are maintained in flight condition at the same site, thus avoiding costly ferry flights which would lengthen the return-to-service time and would require several service providers to intervene.

TARMAC Aerosave's maintenance activity covers **all commercial platforms**: Airbus, Boeing and ATR. An engine workshop also offers a complete maintenance service for the CFM56 and LEAP 1 A/B engines family.

For its maintenance offer, TARMAC Aerosave holds EASA* and FAA* Part-145 approvals. In order to globalise its offer, TARMAC Aerosave also has Part-147 approval, making it a **maintenance training organisation** at all its sites. This enables it to provide type rating training for Airbus A320, A330, A340, Boeing B737-6/7/8/9 and B777 families, as well as mandatory regulatory training.

**EASA: European Aviation Safety Agency*

**FAA: Federal Aviation Administration (USA)*

Added to TARMAC Aerosave's approvals is the EN-9120 involving the supply and import-export of aircraft and engine parts, with all the associated logistics support.

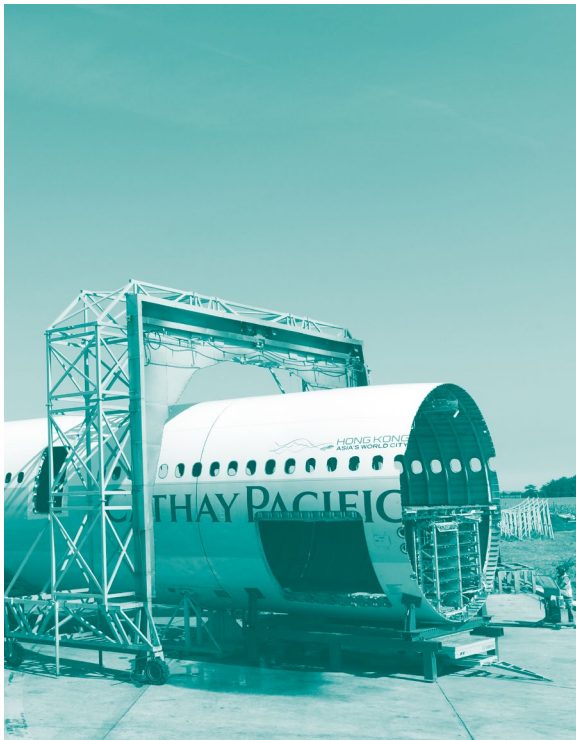
TARMAC Aerosave thus takes care of all ground requirements throughout the **aircraft's and engine's life cycle** and is positioned as the essential partner of commercial aviation operators. 80% of clients are aeroplane lessors, 20% are airlines.



Recycling

Using an environmentally friendly approach, TARMAC Aerosave develops advanced dismantling and recycling techniques for aircraft and engines at the end of their life cycle, recognised by ISO 14001 certification.

The processes designed by TARMAC Aerosave allow rigorous sorting of materials (metals, plastics, textiles) and fluids and their transfer to recycling channels. The sections and large parts of the airframe are separated using a **unique diamond-cut** cable gantry, equipped with a damping device to avoid dust pollution.



From the status of aeroplane to waste, from greening of the cabin (until it looks like it was built, the aircraft was then «green») to recovery, the recycling cycle uses state-of-the-art processes while ensuring part traceability. This monitoring can go as far as recertifying certain parts.

TARMAC Aerosave is committed to recycling **more than 92% of the mass of each aircraft**. **420 aircraft** and **250 CFM56 engines** have been recycled to date.

Two cutting machines are available:

- A fixed cutting gantry, in Tarbes
- A mobile cutting tunnel that can be used at the customer's premises

The **military division** carries out recycling operations on military aircraft, which require very specific handling. TARMAC Aerosave's know-how and technical resources have enabled it to win a call for bids from the French Air Force's SIAé (Service Industriel de l'Aéronautique) to dismantle and recycle transport and fighter aircraft stored at Châteaudun.





AIRCRAFT RECYCLING PROCESS

Processus du recyclage des avions



The Tarbes site

TARMAC Aerosave's headquarters are located at **Tarbes-Lourdes-Pyrénées airport** where, since 2007, the group has carried out important developments. It can accommodate **100 aircraft** et **100 engines**.

This strategic site, just a few flight miles from Toulouse and the secondary site of Teruel in Spain, allows TARMAC Aerosave to offer its customers the necessary reactivity for urgent accommodation and urgent redeliveries.

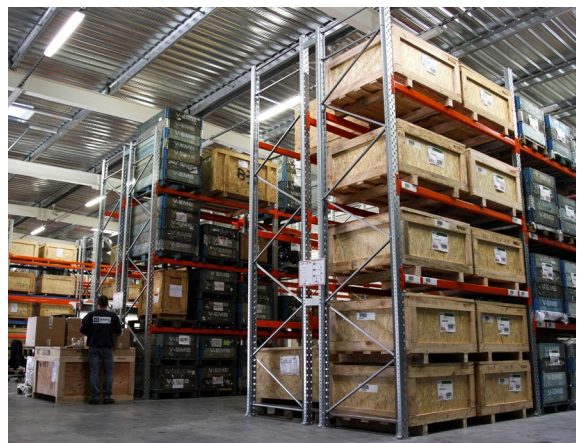


The facilities (19,000 m2) in Tarbes include

- 1 maintenance hangar (A380 capacity)
- 1 maintenance hangar (B747 & wide-body capacity)
- 2 logistics hangars
- 1 engine hangar of 5500m².



TARMAC Aerosave continues to expand its facilities to meet the growing demand for storage, transition and recycling.



The Teruel site

In response to a request from the Spanish government, TARMAC Aerosave founded the subsidiary **TARMAC Aragón** at Teruel airport in 2011. The first aircraft was received in 2013. TARMAC Aerosave has become the most significant company at this logistics platform, which does not take commercial flights.

The vastness of this territory, right in the middle of the Aragon desert, and the dryness of the climate make it possible to accommodate aeroplanes from around the world in optimal conditions. Of the four TARMAC Aerosave sites, Teruel has the largest capacity, with **120 parking spaces**.

At Teruel, the facilities include 3 wide-body hangars and 1 hangar for single-aisle aircraft.

The three "aircraft" services offered here are storage/transition, maintenance and recycling and engines storage.



The Toulouse-Francazal site

In July 2017 TARMAC Aerosave won the call for bids launched by Edeis via its subsidiary, the Société d 'Exploitation de Toulouse Francazal (SETFA), to occupy of one of the platform's large hangars—an old military building of **4,682 m²**, with direct access to the runway, and its two adjoining 580 m² and 152 m² areas.

The innovative and environment-friendly processes implemented by TARMAC Aerosave as well as its successful experience of land development and employment in the Occitanie and in Aragón in Spain were what convinced the manager of Toulouse Francazal airport.

By selecting TARMAC Aerosave, a growing need was met for aircraft storage in the Midi-Pyrénées region. The proximity of the Airbus factories, shareholder in TARMAC Aerosave, is an asset for both partners.

The Toulouse-Francazal site is today considered part of the **strategic infrastructure** of the Toulouse aviation hub. TARMAC Aerosave has aircraft parking and a hangar that can accommodate up to **60 aircraft**. These new installations bring the **total hangar surface area up to 26,000m²**.

The aircraft that are dealt with at this site are regional or medium-haul single-aisle aircraft.

Activities are the same as at the Tarbes and Teruel sites, but recycling is limited to the first phase (cabin dismantling). The aircraft are then ferried to Tarbes for cutting up.



Press contact & infos



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#TransitionExpert

#AircraftStorage

#AircraftMaintenance

#AircraftTransition

#AircraftRecycling

Filming and shooting are subject to an authorization issued at least 48 hours before the scheduled date. No photograph or video taken on TARMAC Aerosave sites may be used without authorization. Requests for interviews and reports should be sent to OZELYS, specifying the angle and the questions to be covered.

Latest press releases

12 June 2025: TARMAC Aerosave and Constellium achieve breakthrough in full-circular aluminum recycling for end-of-life aircraft.

11 March 2025: TARMAC Aerosave winner of 67th Aviation Week Network's Laureate Award.

10 February 2025: TARMAC Aerosave signs a contract with Safran Aircraft Engines for the installation of the LEAP RBS system.

23 October 2024: TARMAC Aerosave signs a GTA with International Aerospace Coatings.

23 October 2024: TARMAC Aerosave signs a contract with EastMerchant to recycle three A380s.

8 October 2024: TARMAC Aerosave inaugurates its 4th wide-body hangar at its Teruel site (Spain).

4 June 2024: TARMAC Aerosave appoints José Moliner Site Director at Teruel (Spain).

14 May 2024: TARMAC Aerosave appoints Christian Ceruti as Chief Commercial and Development Officer.

18 March 2024: TARMAC Aerosave and ATR strengthen partnership for regional aircraft recycling.

Photos credits: TARMAC Aerosave, Rémy Michelin, Ozelys.



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