



**AIRCRAFT
ELECTRIC
MOTORS**

International Repairs: ITAR Controlled Shipments to Aircraft Electric Motors, Inc.

22 CFR 123.4(a)(1) Port Directors of U.S. Customs and Border Protection shall permit the temporary import (and subsequent export) without a license, for a period of up to 4 years, of unclassified U.S.-origin defense items (including any items manufactured abroad pursuant to U.S. Government approval) if the item temporarily imported is sent for servicing, inspection, testing, calibration or repair, including overhaul, reconditioning and one-to-one replacement of defective parts or components.

Aircraft Electric Motors, Inc., including all employees, is required to comply with the laws and regulations issued by the U.S. Department of State International Traffic in Arms Regulations (ITAR) and the U.S. Department of Commerce Export Administration Regulations (EAR), amongst other regulatory agencies. Our International customers shipping articles for service that have eligibility for installation on military aircrafts, must follow the below procedures to insure a timely delivery and avoid potential import violations and additional fees.

We cannot and will not accept parts or components from countries that are proscribed in the Country Policies and Embargoes list, 22 CFR 126.1. For countries other than those listed in 22 CFR 126.1, please confirm that we have the capability to service your components. Please direct your capability inquiries to les@aem.us or info@aem.us and be sure to include End User and Application information in your request.

Prior to shipment, a notification must be sent to Aircraft Electric Motors. Be sure to provide a copy of the document(s) via email to your Aircraft Electric Motors point of contact or info@aem.us.

Ship the article to us under the ITAR exemption 22CFR 123.4(a)(1). The following statement, or equivalent, must be made on all paperwork, including import documents: "Unserviceable goods being sent to USA for repair and return under 22 CFR 123.4 (a) (1), temporary import license exemption".

Your repair order should state the End User, End Use Country and Aircraft Type for each and every shipment.

When creating the airway bill, enter "ITAR EXEMPT 22 CFR 123.4(a)(1)" in the reference field.

After the component has been serviced, it will be exported back to you under the same exemption.

It is the responsibility of the customer to mark and consign each shipment to Aircraft Electric Motors as indicated above. Failure to do so will place full responsibility on the customer. Additionally, failure to comply will entitle Aircraft Electric Motors to recover, from the customer, any costs incurred.

Feel free to contact us with any questions, comments, or concerns. Thank you for your cooperation.