To: jeevacation@gmail.com [jeevacation@gmail.com]; jeevacation@gmail.com[jeevacation@gmail.com]
From: Larry Visoski
Sent: Tue 6/17/2014 2:48:40 AM
Subject: Cabotage info

Jeffrey,
Hope this helps,.
Interesting information regarding cabotage.,
Since Jet Aviation is managing operator of Mr Black's GV, first responsibility is PIC, second is operator. Since Jet charges a management fee, they should have imported the GV to the EU, according to information below, UK and Denmark have a loop hole and offer zero valuation of an aircraft imported to EU, which would remove cabotage restrictions in EU.

Are you interested in importing your GIV, I imagine Darren is versed on this,. Should require a Customs Broker and a Bond,.

See web link for further information:

http://www.aerolegalservices.com/Articles/Cabotage-CorporateAircraft.shtml

The Importation Alternative To Cabotage Compliance

An option for removing the cabotage restraints on international operations is importation of a U.S. registered aircraft into the foreign country (e.g. Canada, a European Union country etc.) in which the corporate aircraft owner wishes to operate. Importation then makes the aircraft an aircraft of the country into which it is imported (e.g. an aircraft of Canada or a European Union aircraft). The aircraft can usually be imported on a temporary or permanent basis and does not usually require that the aircraft be re-registered.

For importation into most countries, the corporate aircraft owner will be required to pay the "Value-Added Tax" (VAT) on the value of the aircraft. Two exceptions are the European Union countries of the United Kingdom and Denmark. Both countries have a zero valuation of aircraft weighing over 24,000 pounds and are frequently used to import corporate aircraft into the European Union. Once the aircraft is imported into the foreign country, for purposes of regulation it becomes an aircraft of that country and is no longer subject to the cabotage restrictions.

Thank you,
Larry

Sent from my iPad

Sent from my iPad