

UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF INDUSTRY AND SECURITY
WASHINGTON, D.C. 20230

In the Matter of:)
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)
B&S Aircraft Alloys, Inc.)
10 Aerial Way)
Syosset, NY 11791)
)
)
)

Respondent)

ORDER RELATING TO B&S AIRCRAFT ALLOYS, INC.

The Bureau of Industry and Security, U.S. Department of Commerce (“BIS”) has notified B&S Aircraft Alloys, Inc. (“B&S Aircraft”), of its intention to initiate an administrative proceeding against B&S Aircraft pursuant to Section 766.3 of the Export Administration Regulations (currently codified at 15 C.F.R. Parts 730-774 (2007)) (the “Regulations”),¹ and Section 13(c) of the Export Administration Act of 1979, as amended (50 U.S.C. app. §§ 2401-2420 (2000)) (the “Act”),² through issuance of a proposed charging letter to B&S Aircraft that alleged that B&S Aircraft committed four violations of the Regulations. Specifically, the charges are:

¹ The violations alleged to have been committed occurred in 2001-2002. The Regulations governing the violations at issue are found in the 2001-2002 versions of the Code of Federal Regulations (15 C.F.R. Parts 730-774 (2001-2002)). The 2007 Regulations establish the procedures that apply to this matter.

² Since August 21, 2001, the Act has been in lapse and the President, through Executive Order 13222 of August 17, 2001 (3 C.F.R., 2001 Comp. 783 (2002)), which has been extended by successive Presidential Notices, the most recent being that of August 15, 2007 (72 Fed. Reg. 46,137 (Aug. 16, 2007)), has continued the Regulations in effect under the International Emergency Economic Powers Act (50 U.S.C. §§ 1701-1706 (2000)) (“IEEPA”).

Charges 1-2 15 C.F.R. § 764.2(a) - Unlicensed Exports to India

On two occasions between on or about October 16, 2001 and on or about December 20, 2002, B&S Aircraft engaged in conduct prohibited by the Regulations by exporting titanium alloy rods, items subject to the Regulations and classified under Export Control Classification Number ("ECCN") 1C202, to India, without the Department of Commerce license required by Section 742.3(a) of the Regulations. In so doing, B&S Aircraft committed two violations of Section 764.2(a) of the Regulations.

Charges 3-4 15 C.F.R. §764.2(g) - False Statements on Shipper's Export Declarations

On two occasions between or about October 16, 2001 and on or about December 20, 2002, in connection with the transactions described in Charges 1-2 above, B&S Aircraft made false statements to the U.S. Government with regard to the submission of export control documents. Specifically, B&S Aircraft filed Shipper's Export Declarations ("SEDs") with the U.S. Government stating that the items that were the subject of the SEDs, titanium alloy rods, qualified for export as "NLR," i.e., that no license was required. The representations were false because, as described above, the titanium alloy rods were classified as ECCN 1C202 and required a license to India pursuant to Section 742.3(a) of the Regulations. In so doing, B&S Aircraft committed two violations of Section 764.2(g) of the Regulations.

WHEREAS, BIS and B&S Aircraft have entered into a Settlement Agreement pursuant to Section 766.18(a) of the Regulations whereby they agreed to settle this matter in accordance with the terms and conditions set forth therein, and

WHEREAS, I have approved of the terms of such Settlement Agreement;

IT IS THEREFORE ORDERED:

FIRST, that a civil penalty of \$31,000 is assessed against B&S Aircraft, which shall be paid to the U.S. Department of Commerce in 12 equal monthly installments of \$2,583.33 with the first payment due not later than October 1, 2007 and the last payment due not later than September 1, 2008. Each payment shall be due on the first day of the month.

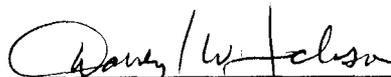
SECOND, that, pursuant to the Debt Collection Act of 1982, as amended (31 U.S.C. §§ 3701-3720E (2000)), the civil penalty owed under this Order accrues interest as more fully described in the attached Notice, and, if payment is not made by the due date specified herein,

B&S Aircraft will be assessed, in addition to the full amount of the civil penalty and interest, a penalty charge and an administrative charge, as more fully described in the attached Notice.

THIRD, that the timely payment of the civil penalty set forth above is hereby made a condition to the granting, restoration, or continuing validity of any export license, license exception, permission, or privilege granted, or to be granted, to B&S Aircraft. Accordingly, if B&S Aircraft should fail to pay the civil penalty in a timely manner, the undersigned may enter an Order denying all of B&S Aircraft's export privileges for a period of one year from the date of entry of this Order.

FOURTH, that the proposed charging letter, the Settlement Agreement, and this Order shall be made available to the public.

This Order, which constitutes the final agency action in this matter, is effective immediately.



Darryl W. Jackson
Assistant Secretary of Commerce
for Export Enforcement

Entered this 13th day of September, 2007.

WHEREAS, BIS has notified B&S Aircraft of its intention to initiate an administrative proceeding against B&S Aircraft, pursuant to the Act and the Regulations;

WHEREAS, BIS has issued a proposed charging letter to B&S Aircraft that alleged that B&S Aircraft committed four violations of the Regulations, specifically:

Charges 1-2 15 C.F.R. § 764.2(a) - Unlicensed Exports to India

On two occasions between on or about October 16, 2001 and on or about December 20, 2002, B&S Aircraft engaged in conduct prohibited by the Regulations by exporting titanium alloy rods, items subject to the Regulations and classified under Export Control Classification Number ("ECCN") 1C202, to India, without the Department of Commerce license required by Section 742.3(a) of the Regulations. In so doing, B&S Aircraft committed two violations of Section 764.2(a) of the Regulations.

Charges 3-4 15 C.F.R. §764.2(g) - False Statements on Shipper's Export Declarations

On two occasions between or about October 16, 2001 and on or about December 20, 2002, in connection with the transactions described in Charges 1-2 above, B&S Aircraft made false statements to the U.S. Government with regard to the submission of export control documents. Specifically, B&S Aircraft filed Shipper's Export Declarations ("SEDs") with the U.S. Government stating that the items that were the subject of the SEDs, titanium alloy rods, qualified for export as "NLR," i.e., that no license was required. The representations were false because, as described above, the titanium alloy rods were classified as ECCN 1C202 and required a license to India pursuant to Section 742.3(a) of the Regulations. In so doing, B&S Aircraft committed two violations of Section 764.2(g) of the Regulations.

WHEREAS, B&S Aircraft has reviewed the proposed charging letter and is aware of the allegations made against it and the administrative sanctions which could be imposed against it if the allegations are found to be true;

WHEREAS, B&S Aircraft fully understands the terms of this Agreement and the Order ("Order") that the Assistant Secretary of Commerce for Export Enforcement will issue if he approves this Agreement as the final resolution of this matter;

WHEREAS, B&S Aircraft enters into this Agreement voluntarily and with full knowledge of its rights;

WHEREAS, B&S Aircraft states that no promises or representations have been made to it other than the agreements and considerations herein expressed;

WHEREAS, B&S Aircraft neither admits nor denies the allegations contained in the proposed charging letter;

WHEREAS, B&S Aircraft wishes to settle and dispose of all matters alleged in the proposed charging letter by entering into this Agreement; and

WHEREAS, B&S Aircraft agrees to be bound by the Order, if entered;

NOW THEREFORE, the Parties hereby agree as follows:

1. BIS has jurisdiction over B&S Aircraft, under the Regulations, in connection with the matters alleged in the proposed charging letter.
2. The following sanction shall be imposed against B&S Aircraft in complete settlement of the alleged violations of the Regulations relating to the transactions detailed in the proposed charging letter:
 - a. B&S Aircraft shall be assessed a civil penalty in the amount of \$31,000, which shall be paid to the U.S. Department of Commerce in 12 equal monthly installments of \$2,583.33 with the first payment due not later than October 1, 2007 and the last payment due not later than September 1, 2008. Each payment shall be due on the first day of the month.
 - b. The timely payment of the civil penalty agreed to in paragraph 2.a is hereby made a condition to the granting, restoration, or continuing validity of any export license, permission, or privilege granted, or to be granted, to B&S

Aircraft. Failure to make timely payment of the civil penalty set forth above may result in the denial of all of B&S Aircraft's export privileges for a period of one year from the date of imposition of the penalty.

3. Subject to the approval of this Agreement pursuant to paragraph 8 hereof, B&S Aircraft hereby waives all rights to further procedural steps in this matter (except with respect to any alleged violations of this Agreement or the Order, if entered), including, without limitation, any right to: (a) an administrative hearing regarding the allegations in any charging letter; (b) request a refund of any civil penalty paid pursuant to this Agreement and the Order, if entered; and (c) seek judicial review or otherwise contest the validity of this Agreement or the Order, if entered.

4. Upon entry of the Order and timely payment of the \$31,000 civil penalty, BIS will not initiate any further administrative proceeding against B&S Aircraft in connection with any violation of the Act or the Regulations arising out of the transactions identified in the proposed charging letter.

5. BIS will make the proposed charging letter, this Agreement, and the Order, if entered, available to the public.

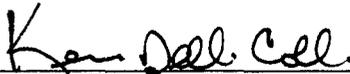
6. This Agreement is for settlement purposes only. Therefore, if this Agreement is not accepted and the Order is not issued by the Assistant Secretary of Commerce for Export Enforcement pursuant to Section 766.18(a) of the Regulations, no Party may use this Agreement in any administrative or judicial proceeding and the Parties shall not be bound by the terms contained in this Agreement in any subsequent administrative or judicial proceeding.

7. No agreement, understanding, representation or interpretation not contained in this Agreement may be used to vary or otherwise affect the terms of this Agreement or the Order, if entered, nor shall this Agreement serve to bind, constrain, or otherwise limit any action by any other agency or department of the U.S. Government with respect to the facts and circumstances addressed herein.

8. This Agreement shall become binding on the Parties only if the Assistant Secretary of Commerce for Export Enforcement approves it by entering the Order, which will have the same force and effect as a decision and order issued after a full administrative hearing on the record.

9. Each signatory affirms that he has authority to enter into this Settlement Agreement and to bind his respective party to the terms and conditions set forth herein.

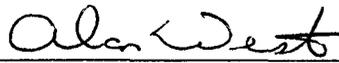
BUREAU OF INDUSTRY AND SECURITY
U.S. DEPARTMENT OF COMMERCE



Kevin Delli-Colli
Director
Office of Export Enforcement

Date: 8/31/07

B&S AIRCRAFT ALLOYS, INC.



Alan West
President
B&S Aircraft Alloys, Inc.

Date: 8/28/07

PROPOSED CHARGING LETTER

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

B&S Aircraft Alloys Inc.
10 Aerial Way
Syosset, NY 11791

Attention: *Mr. Alan West,*
President

Dear Mr. West:

The Bureau of Industry and Security, U.S. Department of Commerce (“BIS”), has reason to believe that B&S Aircraft Alloys Inc. (“B&S Aircraft”), of Syosset, New York, has committed four violations of the Export Administration Regulations (the “Regulations”),¹ which are issued under the authority of the Export Administration Act of 1979, as amended (the “Act”).² Specifically, BIS charges that B&S Aircraft committed the following violations:

Charges 1-2 15 C.F.R. § 764.2(a) - Unlicensed Exports to India

On two occasions between on or about October 16, 2001 and on or about December 20, 2002, B&S Aircraft engaged in conduct prohibited by the Regulations by exporting titanium alloy rods, items subject to the Regulations and classified under Export Control Classification Number (“ECCN”) 1C202, to India, without the Department of Commerce license required by Section 742.3(a) of the Regulations. In so doing, B&S Aircraft committed two violations of Section 764.2(a) of the Regulations.

¹ The Regulations are currently codified in the Code of Federal Regulations at 15 C.F.R. Parts 730-774 (2006). The violations charged occurred in 200-2002. The Regulations governing the violations at issue are found in the 2001-2002 versions of the Code of Federal Regulations (15 C.F.R. Parts 730-774 (2001-2002)). The 2006 Regulations govern the procedural aspects of this case.

² 50 U.S.C. app. §§ 2401- 2420 (2000). Since August 21, 2001, the Act has been in lapse and the President, through Executive Order 13222 of August 17, 2001 (3 C.F.R., 2001 Comp. 783 (2002)), as extended most recently by the Notice of August 3, 2006, (7 Fed. Reg. 44551 (August 7, 2006)), has continued the Regulations in effect under the International Emergency Economic Powers Act (50 U.S.C. §§ 1701 - 1706 (2000)) (“IEEPA”).

Charges 3-4 15 C.F.R. §764.2(g) - False Statements on Shipper's Export Declaration

On two occasions between or about October 16, 2001 and on or about December 20, 2002, in connection with the transactions described in Charges 1-2 above, B&S Aircraft made false statements to the U.S. Government with regard to the submission of export control documents. Specifically, B&S Aircraft filed Shipper's Export Declarations ("SEDs") with the U.S. Government stating that the items that were the subject of the SEDs, titanium alloy rods, qualified for export as "NLR," i.e., that no license was required. The representations were false because, as described above, the titanium alloy rods were classified as ECCN 1C202 and required a license to India pursuant to Section 742.(a) of the Regulations. In so doing, B&S Aircraft committed two violations of Section 764.2(g) of the Regulations.

Accordingly, B&S Aircraft is hereby notified that an administrative proceeding is instituted against it pursuant to Section 13(c) of the Act and Part 766 of the Regulations for the purpose of obtaining an order imposing administrative sanctions, including any or all of the following:

* * * * *

The maximum civil penalty allowed by law of up to \$11,000 per violation;³

Denial of export privileges; and/or

Exclusion from practice before BIS.

If B&S Aircraft fails to answer the charges contained in this letter within 30 days after being served with notice of issuance of this letter, that failure will be treated as a default. (Regulations, Sections 766.6 and 766.7). If B&S Aircraft defaults, the Administrative Law Judge may find the charges alleged in this letter are true without a hearing or further notice to B&S Aircraft. The Under Secretary of Commerce for Industry and Security may then impose up to the maximum penalty on each of the charges in this letter.

B&S Aircraft is further notified that it is entitled to an agency hearing on the record if B&S Aircraft files a written demand for one with its answer. (Regulations, Section 766.6). B&S Aircraft is also entitled to be represented by counsel or other authorized representative who has power of attorney to represent it. (Regulations, Sections 766.3(a) and 766.4).

³ See 15 C.F.R. § 6.4(a)(2).

B&S Aircraft.
Proposed Charging Letter
Page 3

The Regulations provide for settlement without a hearing. (Regulations, Section 766.18). Should B&S Aircraft have a proposal to settle this case, B&S Aircraft or its representative should transmit it to the attorney representing BIS named below.

The U.S. Coast Guard is providing administrative law judge services in connection with the matters set forth in this letter. Accordingly, B&S Aircraft's answer must be filed in accordance with the instructions in Section 766.5(a) of the Regulations with:

U.S. Coast Guard ALJ Docketing Center
40 S. Gay Street
Baltimore, Maryland 21202-4022

In addition, a copy of B&S Aircraft's answer must be served on BIS at the following address:

Chief Counsel for Industry and Security
Attention: Gregory Michelsen
Room H-3839
United States Department of Commerce
14th Street and Constitution Avenue, N.W.
Washington, D.C. 20230

Gregory Michelsen is the attorney representing BIS in this case; any communications that B&S Aircraft may wish to have concerning this matter should occur through him. He may be contacted by telephone at (202) 482-5301.

Sincerely,

Michael D. Turner
Director
Office of Export Enforcement

Enclosure