Breakout Session 2: International Certification of Maintenance Organizations

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About the Aeronautical Repair Station Association

ARSA is devoted to the worldwide civil aviation maintenance industry—from its global corporations to the small, independent businesses. ARSA members are located on five continents and in nearly 20 countries.

The association’s experts create the tools for members to navigate the maze of government mandates while enhancing safety, efficiency and productivity.

ARSA is managed by the law firm of Obadal, Filler, MacLeod & Klein, P.L.C., which provides management, government affairs, and legal services to trade associations and transportation-centric companies.
OFM&K is a boutique law firm based in Alexandria, Virginia (across the river from Washington, D.C.).

It provides management, government affairs and legal services to trade associations and transportation-centric companies with particular emphasis on international aviation safety regulations.

It helps clients navigate the maze of government mandates while enhancing safety, efficiency and productivity.
Marshall S. Filler is managing member of OFM&K and the managing director and general counsel of the Aeronautical Repair Station Association. He has advocated for individuals and companies on international aviation safety law, policy and compliance issues for over 40 years.

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In addition, the application of this material is always dependent on the particular facts and circumstances involved. The use of this material is therefore at your own risk.
The International Regulatory System

- ICAO establishes standards and recommended practices (SARPs) pertaining to aviation safety.
- As a signatory to the International Convention on Civil Aviation each Contracting State must comply with SARPs that require a safety infrastructure.
- Other responsibilities are assigned to States based on the regulatory activities they perform.
- States can meet these obligations by adopting their own regulations and issuing approvals or by validating approvals issued by other States.
Assigning Regulatory Responsibilities

- Contracting State
- State of Design
- State of Manufacture
- State of Registry
- State of the Operator
- State where the operation occurs
State of Registry **Airworthiness Obligations** - Article 31

- Requires the adoption or validation of a detailed airworthiness code
- Determine if the submitted design meets the pertinent airworthiness standards (issue or validate a TC, STC, repair design)
- Issue or validate airworthiness certificates based on a showing of conformity to the approved design.
State of Registry Continuing Airworthiness Obligations - Article 31

• Ensure continued airworthiness (regardless where the aircraft is operated)
  – Approve operators’ maintenance/inspection program (in addition to State of the Operator’s program)
  – Issue certificates to qualified maintenance organizations and individuals, flight crew, dispatchers.
  – Oversee maintenance and alterations (modifications), including related technical data; dual releases.
  – Issue ADs for aircraft on its registry (in coordination with State of Design).
  – Validation commonly used (e.g., not all States of Registry require their own AMO certificates).
Questions?

Materials

http://arsa.org/symposium-2017
International Certification

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