



International Civil Aviation Organization

**WORKING PAPER**

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**ASSEMBLY — 40TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 30: Other issues to be considered by the Technical Commission**

**COLLABORATIVE APPROACHES AMONG MEMBER STATES FOR GLOBAL  
RECOGNITION RELATED TO APPROVED MAINTENANCE ORGANIZATIONS (AMOs)**

(Presented by the Republic of Korea)

**EXECUTIVE SUMMARY**

The Republic of Korea (ROK) supports the efforts of ICAO Airworthiness Panel (AIRP) focused on the job schedules related to Approved Maintenance Organizations (AMOs).

Member States are advised to collaborate through bilateral and multilateral means that would allow them to reduce duplication or unnecessary administrative burdens. A joint certification and surveillance can be a good alternative methodology.

The Republic of Korea proposes that ICAO, Regional Offices and Member States should initiate discussions for the global recognition related to AMOs.

<i>Strategic Objectives:</i>	This paper relates to the Strategic Objectives.
<i>Financial implications:</i>	
<i>References:</i>	ICAO Annex 6 – <i>Operation of Aircraft</i> Annex 8 – <i>Airworthiness of Aircraft</i> Doc 9760, <i>Airworthiness Manual</i>

## 1. INTRODUCTION

1.1 The aviation maintenance industry is expected to grow significantly over the next several decades and so will the aviation industry as a whole continue to grow over 5 percent annually for the next two decades. To cope with such increase, industry should be prepared with well-trained and qualified experts.

1.2 Approved Maintenance Organizations (AMOs) are subjected to oversight and surveillance by multiple Civil Aviation Authorities due to their certifications granted by different authorities. However, the surveillances have rapidly increased and give great burden to the AMO. One Member State agreed with ICAO's working paper HLSC 2010-WP/9 that the multiplicity of requirements increases regulatory burdens for AMOs and that efforts should be taken to ease this burden. Therefore, it supports ICAO's proposal to develop further guidance to facilitate the recognition and validation of the AMO approvals issued by the State in which the AMO is based.

1.3 It is crucial that States identify areas where they may increase the efficiency and effectiveness of their AMO certification and surveillance programs. Some Member States proposed that discussions should be initiated in all levels of aviation on how to best evolve the surveillance of maintenance organizations while still fulfilling national oversight obligations.

1.4 Although the proposal made by the HLSC2015 would reduce the duplication and unnecessary certification and surveillance activities of AMOs, such effort of reducing duplication has been already undertaken by many states through bilateral agreements.

1.5 The HLSC2015 made conclusion 3/1, established that ICAO, in collaboration with the States and the industry, should develop an international framework and regional initiatives to help reduce duplication of activities for the certification and oversight of AMOs. The conference requested ICAO to establish a working group, and job card AIRP.010.01 has been progressed for the purpose of "approval, global recognition and reduction of duplication of certification and surveillance activities of AMOs".

## 2. DISCUSSION

### *ICAO transition timeline*

2.1 ICAO has proposed to amend Annex 6 8, and Doc 9760, through the Air Navigation Committee and Airworthiness Panel for the approval, global recognition and reduction of duplication of certification and surveillance activities of AMOs.

Process Level	Description of Objective of ICAO	Expected Dates for Applicability
Phase 1: Transfer of SARPs	Amendments of AMO regulations on Annex6, 8 and Doc. 9760	Nov 2020
Phase 2: Standardization	Establish AMO Certificate Layout for global recognition with consistency of related annexes	Nov 2020
Phase 3: Certification & Surveillance Processes	Research of related provisions in Doc 9760 and documents could improve SARPs in the aspects of AMO approval and recognition	Nov 2022

Process Level	Description of Objective of ICAO	Expected Dates for Applicability
Phase 4: Certification & Surveillance Activities	Provide efficient certification and surveillance activities of AMOs at the multi-lateral level by improvement of duplicated regulations, activities and audits	Nov 2024

2.2 ICAO has already announced transition timeline at the 2017 ARSA (Aeronautical Repair Station Association) Annual Repair Symposium (16 to 17 March, Washington, DC) for the reduction of the duplication of certification and surveillance activities of AMOs. ICAO will finish the standardization of Phase 1, 2 by 2020 while phase 3, 4 will be finalized by 2024 (Table 1).

***Future prospective & challenges***

2.3 ICAO is expecting the reduction of duplications in current AMO certifications and surveillance. This will reduce burdens of each Member State in terms of economic and safety aspects.

2.4 Regional cooperation activity is vital for the mutual recognition of AMO certification and surveillance. ICAO has already announced the importance of regional cooperation at the 2017 ARSA Annual Repair Symposium, as follows:

Focus on provisions:

- ✓ to create common Standards at the **regional level**;
- ✓ for the **conduct of joint investigations** of AMOs by CAAs who intend to approve an AMO; and
- ✓ that allow **pooling of audits** between CAAs.

Promotion activities:

- ✓ conduct of joint investigations of AMOs by CAAs who intend to approve an AMO;
- ✓ use of industry Standards for auditing AMOs; and
- ✓ pooling of audits between CAAs.

***Pooling of resources between Regional members***

2.5 In 2016, the 39th ICAO General Assembly had a case of regional consultations in which working paper (A39-WP/115) was presented to share supervisory resources for AMO and ATO through SRVSOP (Latin American Regional Safety Oversight Cooperation System), which consisted of 12 Latin countries.

2.6 The regional cooperation through Asia-Pacific needs to be considered as well to meet the dates of ICAO Job Card, and harmonization of regulations through regional cooperation must start from 2020 at the latest and preparations to detail guidance or implementation plan should start from 2022.

2.7 The ROK proposes (1) a study group for developing common standards at the regional level; and (2) a pilot study for joint certification and surveillance of AMOs by regional members who intend to approve an AMO between Asia-Pacific study group and pilot study members.

### 3. CONCLUSION

3.1 AMOs are put under surveillance from Civil Aviation Authorities of various States every year. However, duplicated surveillance is not only ineffective, but also by no means contributing to increase the safety of AMO.

3.2 The ROK strongly supports the ICAO roadmap for AMO surveillance and importance of cooperation in regional and international level to reduce duplication.

3.3 The ROK also suggests global recognition of AMO certificates, undertaking of a relevant pilot study and establishment of a study group through ICAO.

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