

# SAFRAN GROUP COMPANIES



**Aerospace**



**Security**



**Defense**



# SAFRAN WORLDWIDE

As of December 31, 2012

Americas

12,200

Europe

44,600

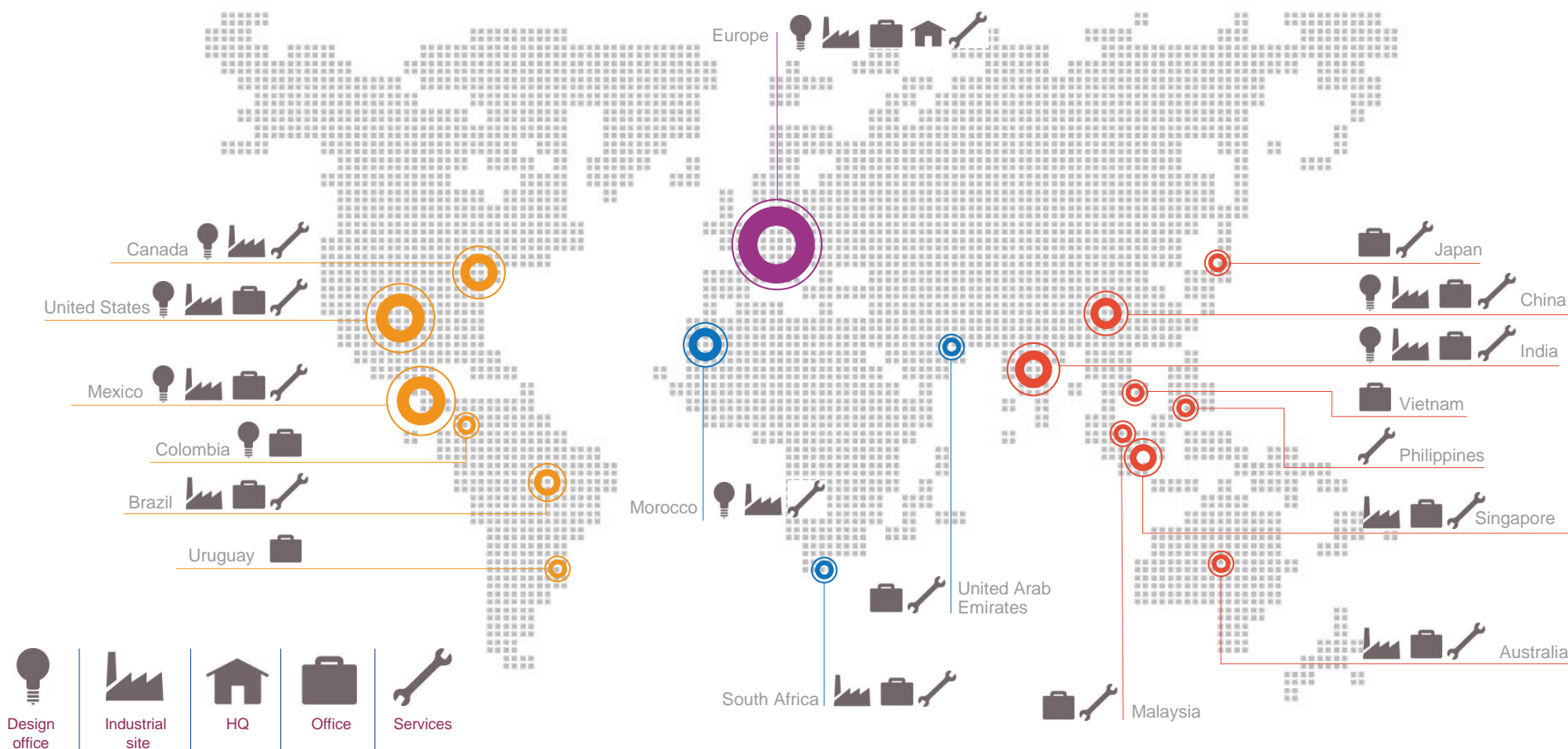
Africa/Middle East

2,500

Asia / Oceania

3,200

62,500 employees



activities in 57 countries

# CERTIFICATION – COMPLEXITIES/CHALLENGES

- **Different systems, rules, and approaches**
- **Language requirements**
- **Costs to overlapping regulatory jurisdictions**
- **Continued Airworthiness**
- **Impact of non-certification-related laws**
  - China IPR, legal protections
  - US ban on Foreign Repair Station certifications
- **Bottom Line = Safe Successful product**

# INT'L PROGRAM CERTIFICATION SCENARIOS

- **Company-X assembly facility in Country-Y under production jurisdiction of Country-X**
  - smooth unbroken link between design and production authority
- **Company-X assembly facility in Country-Y under production jurisdiction of Country-Y**
  - parent company in X becomes 'supplier' to company in Y
  - link of production of same parts in X and Y broken unless agreement between X and Y authorities
- **Company-X designs/produces engine or parts in Country-X for aircraft of Country-Y**
  - okay if Country-X and Country-Y are aligned for Continued Airworthiness purposes
  - if no alignment, then increased complexity for incident response, industrial operations, and overall safety management

## ICAO Annex 8 par. 2.4.4

→ Where SoM is other than SoD, there shall be an agreement or arrangement *acceptable to both States* to:

- Ensure that manufacturing organisation has *right of access* to approved design data relevant for production purposes
- Address *responsibilities of each State* with regard to design, manufacture and continued airworthiness of the aircraft

# KEY MISSIONS, KEY TECHNOLOGIES, KEY TALENTS