

CERTIFICATION OF AVIATION MAINTENANCE ORGANIZATIONS**Ismatova Ozoda Normatovna - trainee researcher**

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Annotation. This article is devoted to the norms of certification of aviation maintenance organizations. Suggestions and recommendations regarding the field have also been developed by the author.

Key words: Aviation, technology, certificate, test, service, norm, aircraft, Civil Aviation.

Introduction.

Currently, no specialist imagines scientific and technical progress without accurate measurements that qualitatively characterize it. The more complex the problem, the greater the importance of the measurement system in its solution. Today there is no circle of human activity, the results of which are not used. Reliable measurement information is the basis of Economics and verification at all levels of the management of the national economy.

It is important to study and analyze standards aimed at providing the industry with new types of modern measuring instruments in the world in order to develop various areas of certification of aviation technical equipment, improve the quality of their products being prepared and ensure their international competitiveness. On the side of developed manufacturing enterprises, control tools with the use of modern measuring switches are widely used in this area [1]. Aviation techniques - aircraft and their components (any components of aircraft, including powerful mounts, on-board systems, components, assembly units and details) [2].

Certificate of approval of the aviation maintenance organization-a document confirming the compliance of the owner of the certificate with the requirements of the rules for the maintenance of aviation equipment [3]. Periodic maintenance is maintenance work that does not meet the criteria for operational maintenance in terms of complexity and requirements for the conditions for their implementation. Maintenance-the practical implementation of the work to ensure the maintenance of airworthiness of the aircraft, including rapid and periodic maintenance of the aircraft and its components, control-restoration work, inspections, replacement, elimination

of defects, as well as modification or repair, which is carried out not only separately, but also jointly [4].

Airship modification-any modifications to the technology of preparing the component of the airship or its structure [5]. An airship exploiter is a legal or natural person who owns an airship on the basis of property rights or other material rights, the ability to carry out the use of the same airship certified by the exploiter certificate [6]. The maintenance of aviation equipment and the performance of its repair work is carried out on the basis of a certificate from the approved aviation maintenance organization, in accordance with the list of approved areas of activity. An aviation maintenance organization that does not have a certificate will not have the right to perform aviation maintenance work (fig 1) . Work in the approved field of activity includes maintenance work performed entirely on maintenance and its components individually or in different harmony.

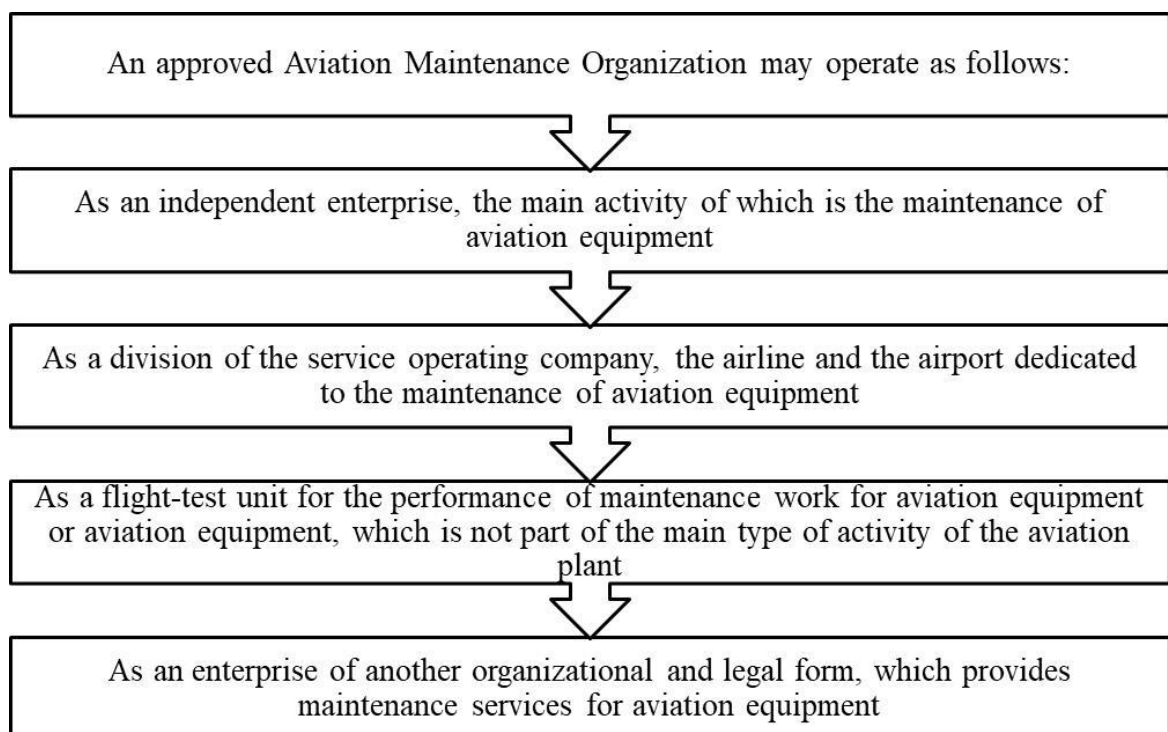


Figure 1. Organization activities

If the approved aviation maintenance organization does not form part of the property belonging to the service exploiter, then a technical service agreement must be concluded between the service exploiter and the aviation maintenance organization, which is formalized in writing, the tasks and obligations of the parties to maintain the airworthiness of the service should be established. The requirements used in compulsory certification and the procedure for its

implementation, including certificates of conformity or the procedure for issuing other and similar documents (certificates are indicated), are determined by regulatory legal acts in the field of Civil Aviation. The certificate effect can be suspended, restrictions can be included in its action, as well as revoke the certificate in the manner prescribed by regulatory legal acts in the field of Civil Aviation. The salary for Compulsory Certification is carried out by the applicant in the procedure for mandatory and mandatory certification by the applicant in accordance with the legislation in the field of Civil Aviation.

Certification of aircraft and new air screws, as well as designs and bottoms and components on air engines and air screws intended for use in Civil Aviation, is carried out to comply with the aircraft and Environmental Protection. Certification is completed by following the results of certification, the requirements of aviation equipment, aviation equipment or a new type of Environmental Protection, or a new type of Environmental Protection. Requirements for changes in the design of existing aircraft, air engine or air screw. Various certificate, including additions to the type certificate, define the design of the aircraft, air engine or air screw, as well as all their components and components.

Each copy of the aircraft engine, the components intended for them, including components by mass production process and parameters, as well as components by parameters and parameters, the compatibility of this example is tested. In order to periodically extend the period of the certificate of the airline of the instance of aircraft during operation, the operation carries out tests and inspections in which certain aircraft are operating, as defined in the documentation requirements and procedures for these tests and inspections in the process of the production and mining of aviation equipment are determined by regulatory legal acts in the field of Individual aircraft not intended for mass production (airships of one construction) are allowed in a simplified procedure for conducting tests, checking and issuing the compliance of the flight of the flight instance. The procedure for registration and issuance of the certificate, including the certificate and the fact that it is added to aircraft, air engines, air screws and components, according to the air screws and components, air screws and bottlers are in the field of Civil Aviation. Air screws intended for the installation of airlines and aircraft engines and components of the Civil airline of the Republic of Uzbekistan are certified in accordance with regulatory legal acts in the field of Civil Aviation of the Republic of Uzbekistan, if a different rule is provided for in the international treaty.

To ensure compliance with the aircraft engine, air engine or a new type of vehicle or modification of the existing conventional design for the protection of the aircraft type and the environment of the aircraft, aircraft engine, air, air screws, component or their usual design changes. A simple design modification can be carried out by its manufacturer and another authorized person with a certificate from the developer of aviation technologies. These tasks of the programmer should be performed the task of execution on the aircraft life, aircraft engine, air screw or component. Each of them is designed for installation of aircraft under production, an air engine, an air motor, an air screw or a component of a proven design on them.

The manufacturer and manufacturer have the right to carry out the rights and obligations provided for by this article as a manufacturer or manufacturer in accordance with the procedure established by this article, as well as by regulatory legal acts in the field of Civil Aviation. The development of the developer or manufacturer and the development of the tasks of the manufacturer or the transfer of aviation equipment to another person is not possible, the operation of this type of aviation equipment is completed. The requirements for the protection of each aircraft and the environment, as well as ensuring the compliance of each aircraft aviation established by the regulatory legal acts of the aviation of the person who issued a certificate of state registration of a particular aircraft . A specific copy of the aircraft, air engine, air screws, air screws or component, is assigned to the person with whom they carried out the operational work. A certain copy of the aircraft, a certain copy of the air engine, an air screw or a certain copy of the component installed by repair documents, compliance with the person who will carry out their repair work.

State control over aircraft, aircraft engines, air travel and social control of components is carried out by the competent authorities within the framework of the territorial powers of Civil Aviation, in the field of Defense or authority, by the decision of the president of the Republic of Uzbekistan or by the decision of the Republic of Uzbekistan, the relevant field of activity provides the powers of It is required to provide information about the implementation and repair of aircraft and the installation of aviation engines and the technical condition of the bottlers, as well as the technical condition of the aircraft of the manufacturer and production of this Aviation technique, which considers the specifics of aviation activity, as well as the attitude of aviation equipment to flight and the mandatory Manufacturers and manufacturers, as well as the relevant competent authorities, take the necessary measures for them and inform the operators (owners) of airships about aviation technology and provide information about airships (owners) and provide information about airships (owners) and airships, as well as states that have informed about

registration in the State Register of the Republic of Uzbekistan. The composition of the above information, the procedure for providing stakeholders - participants-offenders of states - participants-offenders of states are determined by regulatory legal acts in the field of Civil Aviation. Information is provided and reported free of charge.

Conclusion. The relevant competent competent authority has the right to recognize the certificate of conformity approved by another state's certification body under regulatory legal acts adopted in accordance with the international treaties of another state or the Republic of Uzbekistan. Requirements for certification bodies, Certification Centers and experts are determined by the legislation of the Republic of Uzbekistan. At present, in order to develop the base of the National Center of ethics of Uzbekistan, development measures have been developed at the expense of the special fund "development of the fields of National Metrology, Institute".

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