



Line & Base Maintenance Legal Opinions

A major priority for the ALAE executive board is to constantly raise awareness of the level of responsibility expected of engineers not only by the regulators but also by the legal profession. In this age of multiple regulatory interpretations and the overwhelming yet incorrect perception that the Part 145 organisation or Accountable Manager will be held responsible if something goes wrong, we decided to take the advice of the world's leading aviation lawyers Gates and Partners.

Gates and Partners were provided with two real-life situations and a request that they overlay the regulations to produce a summary of who could, in the given situations, face litigation. The documents speak for themselves and clearly highlight that there is a lot to lose should you choose, for whatever reason, not to adhere to the regulations.

This includes following company procedures which do not align with current regulations such as cutting back on B1/B2 support staff. The base maintenance scenario explains that the performing of tasks by non-licensed colleagues does not necessarily absolve the B1 or B2 of responsibility. The regulations do call for B1 and B2 support staff to ensure that all relevant tasks or inspections have been carried out to the required standard. Whether you sign for this action or not as support staff, you could still be liable.

With perceived areas of responsibility becoming increasingly blurred ALAE concludes that all engineering staff must be made fully aware of the consequences of their actions with particular attention being paid to the importance and relevance of the Certification of release to Service.

The legal opinions can be viewed by clicking on the files below:

[Line legal opinion](#)

[Base legal opinion](#)