

## Veteran-Owned, Minority-Owned Galaxy International Certifies To AS9110 With The Help Of Consulting Group BMSC



Galaxy International, an FAA 145 Certified Repair Station, is proud to announce that it recently added AS9110 Certification to its credentials. The company, celebrating 20 years in business, used the initial slowdown in business due to the COVID-19 pandemic, to institute many new upgrades to the business. In addition to certification, the company also is in the process of opening a branch in Miami, Florida, where they will repair landing gear.



Galaxy International founder and owner Joe Arismendez was

an employee for a Fortune 500 company for almost as long as he has run his own business. “At a large company, you do the same thing over and over; in our small business everyone wears many hats.”

Joe worked in many different positions at a company well known in the valley though it went through several changes in name and ownership—first Garrett Aviation, then Allied Signal, and then finally Honeywell. Joe says, “For about a decade before I left, I dreamed of owning my own business.”

And so in 2000, when Joe’s employer became Honeywell, Joe took the step of business ownership. He established Galaxy International to provide maintenance, repair, inspection, and overhaul of aircraft parts. Joe knew this business well, as he had decades of experience with his previous employer and he had seen how small businesses throughout the world fit into this business as a supplier to Honeywell.

As most new business owners start, Galaxy International launched at Joe’s house, actually on his back porch, with just 2 employees, Joe and one other.

Today, the company has 20 employees, and resides in a 15,000 square foot facility, in Goodyear, Arizona. It has a daunting list of parts it is approved to manufacture on its website – the list is 24 pages long.

The company differentiates itself from many of its competitors in its ability to test the parts they overhaul. Joe says, “Turn time is a critical for our customers (who often don’t keep inventory of parts). To shorten the time it takes us to ship the part to our customers, we employ Journeyman Tool and Die makers who make the tooling necessary to test the parts.” The company also recently purchased a test stand for flight controls, and they expanded their machine shop, also in an effort to bring more tasks in-house. Joe says, “Our goal here is not only to cut turn time, but also to lower the costs to our customers.”

By necessity, the company has long been an approved FAA 145 Certified Repair Station (FAA G0XR924Y, EASA.145.5645). The term Repair Station refers to a maintenance facility that has a certificate issued by the FAA under Title 14 of the Code of Federal Regulations (14 CFR) Part 145

and is engaged in the maintenance, inspection, and alteration of aircraft and aircraft products. FAA rules are specific on who can perform maintenance and approve an aircraft, airframe, engines, etc., for return to service after maintenance has been performed.

Joe says, “To take the company to the next level, I knew that our company and our customers would benefit from AS9110 certification. There was never a question that once we took the step to certify, we would contract with Bretta Kelly, owner of BMSC.” Joe has known Bretta for several years, and even worked with her on certifying at another company. Joe says, “Nabil Abduljawad, our Chief Inspector, was our team member who drove the certification efforts internally once we engaged with Bretta and her colleague, Debbie Hart.”



Nabil came to Galaxy International with years of experience in the aviation industry, many with International airlines, including in Saudi Arabia. Nabil says, “Our customers are both domestic and global. We knew that certifying to AS9110 would allow us to increase our offerings to our current customers as well as bring on new customers.”

AS9110 is the standard for repair stations and is based on AS9100 but adds specific requirements that are critical for the maintenance of commercial, private, and military aircrafts. This standard is intended for use by organizations whose primary business is providing maintenance or continuing airworthiness management services for civil or military aviation articles and products and by original equipment manufacturers with maintenance, repair, and overhaul operations that are operated autonomously.

Nabil and Joe agree that the process to certify to AS9110 is more complex than the process to certify as an FAA 145 Repair Station. “That being said, through Bretta and Debbie at BMSC, we went from start to finish (certification) in ~2 months”, he adds. Joe says, “I think this was one of the quickest AS9110 certifications that BMSC ever did!”

Nabil says, “Bretta and Debbie did an outstanding job as our AS9110 consultants. Joe and I would recommend them to anybody – they are both flexible and hardworking. It is very common to receive emails from them at 9 pm.” Joe adds, “They are extremely devoted to their customers, and they are incredibly knowledgeable about certification, particularly for small businesses like ours. They have a gift of making it less complex and they work to take the processes we have in place and work from there.”

To learn more about how Galaxy International can help your business, contact them at: (623) 882-2783 or visit [Galaxyinternational.com](http://Galaxyinternational.com)

Are You Ready To Implement ISO 9001:2015, AS9100D, AS9110C or AS9120B or simplify your current Quality Management System? BMSC owner Bretta Kelly has 20 plus years’ experience implementing and auditing quality management systems for commercial and aerospace companies. Call (602) 445-9400 or visit [BusinessMSC.com](http://BusinessMSC.com) to learn more.