



## **SAFETY ALERT 2017-13**

**Issue 01**

**Date of Issue: 05<sup>th</sup> December 2017**

### **SUBJECT:**

ONE-OFF AUTHORISATION CERTIFICATION: ROLES AND RESPONSIBILITIES OF AMO AND CAMO

### **REFERENCE PUBLICATIONS:**

CAR 145.30(j)(5)

CAR M 708(b)

SAFETY ALERT 2016-06

### **REASON:**

CAR-M requires the Air Operator or owner of an aircraft to be certified as a CAMO or contract a CAMO when not involved in commercial air transported (M.201 refers). M.708 also requires that that CAMO acts on behalf of the Air Operator or owner to have maintenance arrangement(s) with one or more maintenance organisation(s) approved in accordance with CAR-145. Such maintenance arrangement must take the form of a maintenance contract or a work order (work orders must be limited to unscheduled line maintenance and component maintenance).

This Safety Alert is issued to:

- a) recommend on maintenance organisations approved in accordance with CAR-145 an immediate review of their one-off authorisation system as prescribed by 145.30(j)(5) to ensure that:
  - i. one-off authorisations are used within the framework authorised by the applicable rule;
  - ii. when used, one-off authorisation are issued to and by appropriate personnel.
- b) remind CAMO of their obligations to ensure that:
  - i. maintenance arrangements are in place as per M.708(b) and they are appropriate with the size of the operator's network;
  - ii. one-off authorisation as allowed by 145.30(j)(5) is used by the contracted maintenance organisation(s) within the legal framework defined by 145.30(j)(5).

### **RECOMMENDATIONS:**

*Recommendation No.1:*

*Maintenance organisations approved in accordance with CAR-145 should conduct a full review of their system to ensure that their one-off certification authorisation processes and procedures are in compliance with the applicable requirements of CAR-145 as highlighted in appendix I of this Safety Alert. During this review, they must ensure that such mechanism allowed by 145.30(j)(5) is not applied as a means to substitute to the provisions of 145.75(b).*

*Recommendation No.2:*

**SAFETY ALERT 2017-13 - ISSUE 01**



*CAMOs or owners should ensure that:*

- a) *Maintenance arrangements are in place as per M.708(b) and they are appropriate with the operator's operational need and its network's size. In particular, for each line station, one of the following means must be demonstrated to the GCAA:*
  - i. *the Air Operator is approved in accordance with CAR-145 and is allowed to perform maintenance at that location; or*
  - ii. *The CAMO or owner has established a contract maintenance in accordance with M.708(c), covering that location, with another CAR-145 organisation which performs maintenance at that organisations; or*
  - iii. *the Air Operator is approved in accordance with CAR-145 and has sub-contracted another organisation to perform maintenance at that location (CAR 145.75(b) refers) under the oversight of the CAR-145 Quality System approved by the GCAA;*
- b) *maintenance organisations have defined procedure in the MOE for coordination with the CAMO or owner including the reporting of any issuance of one-off certification authorisation;*
- c) *there is a documented procedure to identify maintenance activities affecting flight safety and re-checked them, as soon as practicable, by an appropriately CAR-145 maintenance organisation;*
- d) *any issuance of one-off certification authorisation is reviewed to ensure compliance with 145.30(j)(5) and as specified in Appendix I;*
- e) *a repository of all one-off certification authorisations issued against the aircraft they are managing is kept-up-to-date for record-keeping and inspection purposes, along with the re-checking action taken, as applicable.*

**CONTACT:**

[Airworthiness@gcaa.gov.ae](mailto:Airworthiness@gcaa.gov.ae)



## APPENDIX I

For the purpose of this Appendix, It is reminded that:

- The term main base is defined as the place of principle business.
- A CAR 145 approved organization who is contracted to perform maintenance of the operator cannot issue a one off at his main base, therefore it is the operator responsibility to issue the one off.
- Only an AMO appropriately approved for a specific aircraft type and for which the station where that type of aircraft is stuck is not the main base can issue a one off.

Regulation text	clarification on applicability and limitations
<p><b>145.30(j)(5)</b> states:                      “In the following <b>unforeseen cases, where an aircraft is grounded<sup>(1)</sup> at a location other than the main base<sup>(2)</sup> where no appropriate certifying staff are available<sup>(3)</sup>, the organisation contracted to provide maintenance support<sup>(4)</sup></b> may issue a one-off certification authorization to .....”:</p>	<p><i>One-off certification authorisation can be issued when ALL following conditions are met:</i></p> <p><i>(1) an AOG condition due to unforeseen circumstances occurs outside the maintenance organisation main base. AMC to 145.30(j)(5) defines “unforeseen cases” as situations when the aircraft grounding could not reasonably have been predicted by the operator because the defect was unexpected due to being part of a hitherto reliable system. The following situations are examples which do not qualify for one off authorisation:</i></p> <ul style="list-style-type: none"> <li>• <i>A maintenance checks scheduled or not before take-off from a main base which becomes due, causing an AOG at a station other than a main base;</i></li> <li>• <i>Defer Defect for which a repair extension exists that will expiry at a location other main base;</i></li> </ul> <p><i>(2) the AOG situation is taking place at a location other than a main base;</i></p> <p><i>(3) at that location other than main base there is no appropriate certifying staff available. Unavailability of appropriate certifying staff could be justified when the appropriate certifying staff becomes sick or on leave.</i></p> <p><i>(4) The maintenance organisation issuing the one-off certification authorisation must be appropriately approved to provide maintenance support at that location. The maintenance organisation could be the operator itself if appropriately approved as a maintenance organisation or it could be another maintenance organisation contracted by the customer operator</i></p>



<p>145.30(j)(5)(i) states: “.....one of its employees holding equivalent type authorisations on aircraft of similar technology, construction and systems; or...”</p>	<p><i>One-off certification authorisation can be issued to a person when he/she satisfies the following conditions:</i></p> <p><i>(1) one of its employees holding equivalent type authorisation on aircraft which has been established by the maintenance organisation as an aircraft with similar technology, construction and systems. In order to establish when two aircraft can be considered as similar, refer to AMC 66.20.(b).2; OR</i></p>
<p>145.A.30 (j) (5) (ii) states: “....to any person with not less than five years maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type requiring certification provided there is no organisation appropriately approved under this regulation at that location and the contracted organisation obtains and holds on file evidence of the experience and the license of that person”</p>	<p><i>(2) an aircraft maintenance licence issued in accordance with ICAO Annex I and (in addition) with the appropriate aircraft type endorsed in the licence is eligible for meeting the requirement.</i></p> <p><i>Note: A person holding limited certification authorisation issued in accordance with 145.30(j)(4) does not qualify and must not be issued with a one-off certification authorisation.</i></p>



AMC 145.30(j)(5) Personnel requirements states:

“...  
2. A one-off authorisation should only be considered for issue by the quality department of the contracted organisation after it has made a reasoned judgment that such a requirement is appropriate under the circumstances and at the same time maintaining the required airworthiness standards. The organisation’s quality department will need to assess each situation individually prior to the issue of a one-off authorisation.

*One-off certification authorisation issuing process must be documented in the MOE and such process must ensure that the following requirements are met too:*

*(1) one-off certification authorisation are only issued by the person within the Quality Department of the maintenance organisation authorised to do so. Delegation to other department than Quality Department is not allowed;*

*(2) the person within the Quality Department has:*

- conducted a satisfactory safety assessment of each individual case before issuing the one-off certification authorisation. Doing so will ensure that a reasoned judgement is achieved to ensure airworthiness standards is maintained; and*
- ensured the required level of certification does not exceed the knowledge and experience of the specific nominated individual with due consideration to the complexity of the task involved and the availability of tools/equipment to complete the task satisfactorily.*



All such cases as specified in this subparagraph shall be reported to the competent authority within seven days of the issuance of such certification authorisation.

The organisation issuing the one-off authorisation shall ensure that any such maintenance that could affect flight safety is re-checked by an appropriately approved organisation.

*In addition to the notification to the competent authority, it is the responsibility of the maintenance organisations to establish a coordination with the customer operator, to ensure the CAMO is informed of:*

- *the issuance of a one-off authorisation;*
- *the need of a maintenance task performed under a one-off authorisation to be re-checked by an appropriately approved maintenance organisations*