



CIVIL AVIATION ADVISORY PUBLICATION

CAAP 64 (Issue May 2012)

ORPHAN AIRCRAFT

INDUSTRY GUIDANCE FOR CONTINUED OPERATION OF UAE REGISTERED AIRCRAFT RENDERED ORPHAN

1. PURPOSE

The purpose of this Civil Aviation Advisory Publication (CAAP) is to clarify the General Civil Aviation Authority (GCAA) policy regarding “Orphan Aircraft”.

2. INTRODUCTION

It has been brought to the attention of the GCAA that there are certain aircraft Type Certificate (TC) Holders that have ceased to exist or are no longer able to provide TC Holder’s support for their products.

An aircraft model no longer being supported by the TC Holder may develop unsafe conditions over time and, unless there are alternate arrangements in place, may become a threat to the safety.

An aircraft becomes orphan when:

- a) the legal person, organisation or entity (referred to as a “person” in this document) holding the Type Certificate (TC) ceases to exist; or
- b) The TC holder no longer complies with his regulatory obligations; or
- c) The TC holder surrenders the TC.

An aircraft shall not be considered orphan if an alternate person has entered into an agreement with the Type Certifying Authority (usually the National Aviation Authority (NAA) of State of Design) to meet TC holders responsibilities.

For the purpose of this CAAP, such an agreement would be called "Type Responsibility Agreement (TRA)" but that name may vary from State to State.

A TRA may be defined as an Agreement between a person and the Type Certifying Authority, which allows the provision of Type Support for aircraft types which have previously held a Certificate of Airworthiness (C of A) but where the original Type Design organization no longer provides continuing airworthiness support for the aircraft type (or types) concerned.

The GCAA believes there is a need to clarify, how the UAE operators of the orphan aircraft can continue flying them despite the fact that there is no TC holder and there is no person with TRA either.

This CAAP also reminds the intending importers of used aircraft to ascertain the status of the TC holder.

3. STATUS OF THIS CAAP

This is the Initial Issue of CAAP 64 "Orphan Aircraft" and this is the first CAAP on the subject. It will remain current until withdrawn or superseded.

4. CONTENTS

Paragraph	Title	Page
1	Purpose	1
2	Introduction	1
3	Status of this CAAP	2
4	Contents	2
5	References	2
6	Guidance	3
7	GCAA Contacts	4

5. REFERENCES

- a. CAR 21.44
- b. CAR 21.51

6. GUIDANCE TO THE OPERATORS

The GCAA requires all the UAE operators intending to import and operate used aircraft to ensure aircraft type design is type-supported by the original TC Holder.

Under CAR 21, orphan aircraft cannot be issued a Certificate of Airworthiness, which requires that a TC holder takes responsibility for the continued oversight of the design.

If you are an operator of an orphan aircraft, the GCAA requires you to comply with the following:

Note: the following conditions are applicable only if the aircraft model is 'orphan', TC holder is no longer supporting the Type Design and there are no TRA in place. If there are acceptable TRA in place and the operator is registered with person providing TRA and continues to meet their obligations, the status quo is maintained and the GCAA may treat the aircraft model in a manner similar to as if the TC Holder exists.

- i. If an UAE registered aircraft becomes an "Orphan", the UAE Certificate of Airworthiness is rendered invalid. The operator(s) shall notify the GCAA of the aircraft becoming orphan and surrender their C of A back to the GCAA.
- ii. The aircraft may then be operated on a "Permit to Fly".
- iii. Further imports of additional serial numbers of the orphan aircraft model are not allowed and shall not be registered. Similarly, if an orphan aircraft serial number is de-registered, the GCAA shall not re-register the same aircraft.
- iv. The following should be mandated for orphan aircraft through conditions in the Permit to Fly:
 1. All modifications shall be approved by the GCAA.
 2. All mandatory SBs or equivalent documents and any other safety related instructions issued by person with TRA, or by Type Certificating Authority shall be treated like ADs and shall be complied with.
 3. No extension in life limited components to be issued.
 4. Original spare parts shall be used to maintain the aircraft. On original parts becoming unavailable, only parts that are approved by Type Certificating Authority shall be fitted.
- v. In order to address the possibility of developing unsafe condition, the GCAA requires each defect (however seemingly small it may be) for orphan aircraft to be notified to the GCAA Engineering Safety, with a copy to the person with TRA.

7. GCAA CONTACT DETAILS

For further explanation or guidance, contact the GCAA, at:

General Civil Aviation Authority
Department of Airworthiness
P.O. Box: 30500 - Dubai - United Arab Emirates
Telephone: +971 4 2111500

E-mail: airworthiness@gcaa.gov.ae