



SAFETY ALERT 02/2016

Issued: 12 May 2016

SUBJECT:

Occurrence Reporting under CAAP 22

REFERENCE PUBLICATION:

CAAP 22 and related regulations

CATEGORY:

Attention

REASON:

To highlight importance of reporting obligations under CAAP 22

APPLICABILITY:

As per section 4 of CAAP 22

The Civil Aviation Regulations promulgated by the GCAA impose on persons/organisations to report to the GCAA any occurrence such as an incident, malfunction, defect, technical defect or exceedance of technical limitations that endangers or could endanger the safe operation of the aircraft or create an unsafe condition (e.g. CAR OPS 1.420(b)(2) & CAR OPS 3.420(b)(2)).

The reporting does not remove the reporter's or organisation's responsibility to commence corrective actions to prevent similar incidents in the future. Known, planned or preventive actions already implemented may be included within the ROSI report.

The GCAA has noticed that safety occurrences are not being reported in an effective manner. Section 4 of CAAP 22 mandates that certain approval/ certificate holders be responsible to raise ROSIs for occurrences.

The reporting requirements of Section 5.3 of CAAP 22 are noted below:

The categories of persons (or organisations) that are required to report occurrences are:

- a. operator or commander of an aircraft, whether registered or not in the UAE, but operated by the holder of an Air Operator Certificate issued by the GCAA; or



- b. organisation that carries out in the UAE or outside UAE the business of designing, manufacturing, modifying or maintaining a UAE registered aircraft, or any equipment or part thereof; or
- c. person who signs a certificate of release to service in respect of the aircraft indicated in paragraph (a); or any equipment or part thereof; or
- d. organisation or person declared as Air Navigation Service Provider that performs a function connected with the installation, modification, maintenance, repair, overhaul, flight checking or inspection of air navigation facilities or other services which are approved by the GCAA; or
- e. organisation or person that performs a function connected with the ground handling of aircraft, including fuelling, servicing, load sheet preparation, loading, dangerous goods and towing at a UAE airport.

It should be understood that, while the regulation defines those who have to report, anyone may report, should they consider it necessary. Persons should report any reportable occurrence of which they have positive knowledge, even if they have good reason to believe that appropriate details of the occurrence have already been, or will be, reported by someone else. A report should also be submitted on any occurrence that involves an unsatisfactory condition, behavior or procedure, which did not immediately endanger the aircraft but if allowed to continue uncorrected, or if repeated in other foreseeable circumstances, would create a hazard to aircraft or individuals or property.

For further details please refer to CAAP 22.

Contacts:

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