



SAFETY ALERT 06/2016

Issued: 1st SEP 2016

SUBJECT:

Maintenance Certification Responsibilities

REFERENCE PUBLICATION:

CAR-OPS 1.290 Flight preparation

CAR M 201 (c)

CAR 145.50 (a)

CATEGORY:

Recommendation and Attention

REASON:

Observed trend of cases of non-compliance with maintenance certification requirements

APPLICABILITY:

UAE Approved Maintenance Organisations

UAE Aircraft Operators

Certifying Staff including flight crews when acting as Certifying Staff

DESCRIPTION:

Recent reports received by the GCAA indicate a trend of non-compliance in respect of aircraft release to service after improper/incomplete maintenance activity and maintenance activity conducted by inappropriately authorised Certifying Staff.

Investigations have revealed the following root causes or contributing factors:

- One-off authorisations granted by organisation's personnel who have no authority to issue them in accordance with the companies approved procedures;
- One-off authorisations granted to individual who have not the adequate knowledge and experience level;
- Performance of maintenance without the availability of required tooling and/or test equipment needed to complete the work;
- Lack of understanding of, or negligence by certifying staff of regulatory requirements and the privileges granted to them; or
- Commercial/operational pressures associated with ineffective safety culture.



PURPOSE:

This Safety Alert is intended to remind organisations involved in the operation and maintenance of A6 registered aircraft and their respective personnel (i.e. Flight Crews and Certifying Staff) about their obligations in respect of the proper completion of maintenance and appropriate certification of maintenance and acceptance of aircraft released to service.

Below are examples of non-compliance cases, related to aircraft maintenance release and acceptance that had transpired from the reports received by the GCAA:

- Acceptance of pilots to fly an aircraft with open maintenance entries or deferred items which in combination with flight route conditions downgrade the safety level of the flight to unacceptable level.
- Releasing the aircraft with improper/incomplete/unauthorised maintenance by personnel holding :
 - certifying staff authorisations;
 - limited authorisations; or
 - one-off authorisations.

RECOMMENDATIONS:

Recommendation 1:

- a) Maintenance Organisations should review and update, if necessary, their one-off authorisation procedure and process to ensure that such authorisations are only issued to individuals who are qualified to perform the task and to ensure that the responsibility to issue such authorisations is clearly documented and defined in the organisation's procedures.
- b) Maintenance Organisations should provide, within 1 month from the date of issue of this Safety Alert, their Principal Airworthiness Inspector with the compliance status with paragraph a) above.

Recommendation 2:

Flight Crews should be made aware of their ultimate responsibilities concerning acceptance of aircraft after a maintenance activity or the deferment of aircraft defects.

Recommendation 3:

Certifying Staff and Flight Crews should use information collected / received from MCC or other sources as "advisory information" only. It is reminded that their respective responsibilities during the determination of the airworthiness of an aircraft is not transferable.

Recommendation 4:

Maintenance Organisations and Aircraft Operators should disseminate the information contained in this Safety Alert to the concerned staff.

CONTACTS:

Principal Airworthiness Inspector