



SAFETY ALERT 2020-09

Issue 01

Date of Issue: October 15, 2020

SUBJECT:

ROLES AND RESPONSIBILITIES OF AIR OPERATORS IN OUTSOURCING MAINTENANCE

REFERENCE PUBLICATIONS:

CAR M 201

CAR M 708 (b) & (c)

CAR 145.75(a)

BACKGROUND:

REASON:

As per M.201 and M.708(b)(7), the CAMO shall ensure that maintenance on an UAE registered aircraft is carried out by an appropriately CAR-145 or CAR-M Subpart F approved maintenance organisation.

There were many instances where Air Operator/CAMO have dispatched their UAE-Registered aircraft for maintenance to organisations which is either non-GCAA approved or GCAA approved without holding appropriate privileges, resulting in delays and unnecessary burden to the GCAA.

This Safety Alert is issued to remind CAMOs about their obligations defined in CAR M.708(c).

Any delay or interruption of aircraft operations resulting from non-adherence of this Safety Alert, will be the responsibility of the CAMO/Air Operator.

REQUIREMENTS:

- a) CAMOs should, when planning to use the services or contract of any maintenance organisation, verify that the maintenance organization:
 - i. is appropriately approved by the GCAA;
 - ii. Holds the appropriate Rating/Scope of works endorsed the GCAA AMO Certificate;
 - iii. CAMO should not finalize any contractual arrangement or allow commencement of any maintenance activity on the aircraft, unless the above is satisfactory.
- b) If the selected maintenance organization is not meeting requirement a)i) and a)ii), then the CAMO should endeavor to guide the maintenance organization to obtain necessary approval/privilege before finalizing any contract/work orders or find alternative.
- c) The CAMO should document a) and b) in its CAME to facilitate their operational planning.

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