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CHAPTER 2
AIRWORTHINESS REQUIREMENTS OF AIRCRAFT

SECTION 1  CERTIFICATE OF AIRWORTHINESS

1.1  GENERAL

An aircraft shall not fly in or over UAE territory unless there is in force a Certificate of Airworthiness duly issued or rendered valid under the law of the State in which the aircraft is registered and that any conditions subject to which the certificate was issued or rendered valid are complied with. The forgoing prohibition shall not apply to flights beginning and ending in the United Arab Emirates with passage over any other country, of:

(a) a glider, if it is not being used for the public transport of passengers or aerial work;
(b) a balloon, if it is not being used for the public transport of passengers;
(c) a kite;
(d) an aircraft flying with a certificate of fitness for flight or special flight permit; or
(e) an Ultralight or Microlight aircraft.

In the case of an aircraft registered in the United Arab Emirates, the Certificate of Airworthiness referred to in paragraph 1.1 of this Section shall be a certificate issued or rendered valid in accordance with the provisions of Sections 2, 3 and 4 of this Chapter.

SECTION 2  CATEGORIES OF AIRCRAFT

2.1  INTRODUCTION

The Certificate of Airworthiness or associated documents impose conditions affecting the manner in which an aircraft may be maintained and operated and the purposes for which it may be used. The conditions are imposed in the following manner:

(a) by placing an aircraft in categories which indicate the uses for which the aircraft is approved; and
(b) by indicating either in the Certificate of Airworthiness or in documents associated with the certificate, the detailed limitations which must be observed.

2.2  CATEGORIES AND PURPOSES

2.2.1  The Categories in which an aircraft may be placed in the UAE are as follows:

(a) Transport Category (Passenger)
(b) Transport Category (Cargo)
(c) Aerial Work Category
(d) Private Category

2.2.2  The purposes for which the aircraft may fly are as follows:

(a) Transport Category (Passenger): any purpose;
(b) Transport Category (Cargo): any purpose, other than the public transport of passengers;
(c) Aerial Work Category: aerial work only; and
(d) Private Category: any purpose, other than public transport or aerial work.

SECTION 3 ISSUE OF CERTIFICATES OF AIRWORTHINESS

3.1 INTRODUCTION

3.1.1 The issue of a Certificate of Airworthiness to an aircraft is dependent on the aircraft being registered in the United Arab Emirates and will be subject to compliance with the type certificate procedures outlined in this Section.

3.1.2 The issue of a Certificate of Airworthiness to an aircraft constructed abroad does not include any radio apparatus that may be installed in the aircraft. Such radio apparatus must comply with the appropriate requirements of the General Civil Aviation Authority.

3.2 APPLICATION

3.2.1 Forms that may be obtained from the GCAA shall be completed at an early stage of the manufacture of the aircraft and returned to the GCAA together with the appropriate fee as detailed in the form.

3.2.2 During the course of the investigation if it is necessary for a GCAA Inspector to travel outside the United Arab Emirates, the GCAA will require the applicant to meet the additional costs involved.

3.3 GENERAL

3.3.1 The applicant shall, for every aircraft to be issued with a United Arab Emirates Certificate of Airworthiness, provide the GCAA with the appropriate Certificate of Airworthiness issued by the State of Design and the Type Certificate Technical Data Sheet, where applicable. In cases where a Flight Manual has been issued, this shall be provided and shall conform to United Arab Emirates requirements. Additionally, the applicant may be required to provide the following particulars:

(a) the national requirements with which the aircraft complies, giving title, issue number and effective date;

(b) such deviations from the national requirements as may have been authorised in writing by the authority which issued the Certificate of Airworthiness.

3.3.1.1 In the case of aircraft of a type for which a United Arab Emirates Certificate of Airworthiness has not previously been granted, where applicable, a copy of the Flight Manual shall be provided which shall conform to United Arab Emirates requirements and the relevant revisions and amendments shall be supplied.

3.3.1.2 During the investigation of the aircraft the GCAA may decide that additional requirements must be met and these will be listed as Special Conditions in writing to the applicant. Special Conditions, when established by the GCAA, will not be confidential to the applicant only and may be made available by the GCAA on request.

Note: The GCAA will require to be satisfied that due consideration has been given to any Special Conditions published by authorities who have carried out a design investigation of the type.

3.3.2 The aircraft shall be in a condition acceptable to the GCAA to enable the Inspector to inspect it as necessary.
3.3.2.1 A statement shall be issued certifying that all mandatory modifications, inspections, directives and other GCAA requirements have been complied with.

3.3.2.2 An Export Certificate of Airworthiness from the State of Design shall be issued in the case of new aircraft and a current Certificate of Airworthiness shall be provided for used aircraft. Compliance with the export requirements of the State of Registry shall be mandatory.

3.3.2.3 The exporting country shall provide a Noise Certificate.

3.3.3 All relevant records shall be made available to the GCAA for examination. No such records shall be destroyed without authorisation from the GCAA. Maintenance records forming part of the log book shall be kept for the same period as the log book, i.e. until two years after the aircraft, engine or variable-pitch propeller has been destroyed or has been permanently withdrawn from use.

3.3.4 If work on the aircraft is required to be undertaken in the United Arab Emirates, then such work shall be carried out under the supervision of an organisation approved by the GCAA for the purpose or under the supervision of an appropriately licensed aircraft engineer. Before the work is finally certified, the Chief Inspector of the approved organisation or the licensed aircraft engineer shall be satisfied that the work has been carried out, inspected, and tested where necessary, in conformity with the specifications, drawings and instructions relating to the approved design.

3.3.5 Full particulars of the work done shall be entered in the appropriate logbook and a Certificate of Release to Service shall be attached thereto.

3.3.6 When the particulars of the work done are so voluminous that it is inconvenient to record the details in the space provided in the log book, the details shall be entered into a separate maintenance record which shall be numbered for identification purposes, certified in the same manner as that required for the relevant entry in the log book, and kept safely in order that it may be produced for examination. The reference number of such record, and particulars of the place where it may be examined, shall be inserted in the logbook together with a brief description of the work to which the record relates.

3.3.7 The aircraft shall be weighed and copies of the Weight and Centre of Gravity Schedule and, where appropriate, the Weight and Balance Report shall be provided.

Note: The GCAA may agree to the acceptance of weight and centre of gravity details obtained from current documents relating to the aircraft.

3.3.8 A Certificate of Fitness for Flight shall be issued and the aircraft shall be tested in flight to schedules approved by the GCAA. The Certificate shall be issued in duplicate and one copy kept elsewhere than in the aircraft. Particulars and results of such testing shall be provided.

3.3.9 Copies of the Maintenance, Overhaul, Repair and Crew Manuals shall be provided and, in the case of an aircraft of a type for which United Arab Emirates certification has not previously been granted, an additional set of these documents shall be supplied to the GCAA together with a complete set of all Service Bulletins issued in respect of the aircraft, engines and propellers concerned.

3.3.9.1 Before the issue of a United Arab Emirates Certificate of Airworthiness, all relevant manuals shall be amended, where necessary to include any modifications embodied and/or any other changes. A copy of the final drafts of the manuals shall be given to the GCAA for review and approval if necessary.

3.3.9.2 It shall be the responsibility of the applicant to obtain such additional technical information as the GCAA requires in respect of the aircraft, its engines and equipment.
3.3.10 In accordance with the established rules, a current insurance policy for aircraft crew, passengers, third party personnel and property damage liability shall be submitted prior to the issuance of Certificate of Airworthiness.

3.3.11 To facilitate delivery of aircraft to the United Arab Emirates, the GCAA may, under appropriate circumstances, issue a Flight Permit for the aircraft to fly into the country provided that the aircraft has:

(a) a United Arab Emirates Certificate of Registration;
(b) a Certificate of Airworthiness for Export; and that
(c) the aircraft meets all the build specification of the designer;

Upon the arrival of the aircraft in the United Arab Emirates the GCAA will conduct the necessary inspection on the aircraft and its documents and issue the Airworthiness Certificate.

3.4 VALIDITY

3.4.1 A Certificate of Airworthiness issued under this Section shall remain valid for one year from the date of the issuance, and may be renewed by the GCAA for such further period as it thinks fit.

3.4.2 A Certificate of Airworthiness shall cease to be in force if:

(a) the aircraft, or such of its equipment as is necessary for the airworthiness of the aircraft is overhauled, repaired or modified, or if any part of the aircraft or of such equipment is removed or is replaced otherwise than in a manner and with material of a type approved by the GCAA either generally in relation to a class of aircraft or to the particular aircraft; or

(b) until the completion of any inspection of the aircraft or any such equipment as aforesaid, being an inspection made for the purpose of ascertaining whether the aircraft remains airworthy and:

(1) classified as mandatory by the GCAA; or
(2) required by a Maintenance Schedule approved by the GCAA in relation to that aircraft; or

(c) until the completion to the satisfaction of the GCAA, of any modification of the aircraft or of any such equipment as aforesaid, being a modification required by the GCAA for the purpose of ensuring that the aircraft remains airworthy; or

(d) an aircraft has sustained damage, GCAA shall judge the damage is of a nature such that is no longer airworthy as defined by the appropriate airworthiness requirements.

SECTION 4 RENEWAL OF CERTIFICATE OF AIRWORTHINESS

4.1 INTRODUCTION

The renewal of a Certificate of Airworthiness shall be subject to compliance with the procedures set out in this Section.

4.2 APPLICATION

An application may be submitted to GCAA on the appropriate form up to one month prior to the expiry of the certificate. The application shall be accompanied by the fees published by GCAA.
4.3 PROCEDURES

4.3.1 The applicant shall make mutually acceptable arrangements for GCAA to survey the aircraft and its records.

4.3.2 The aircraft and its records shall be in a condition acceptable to the GCAA for such inspections as are considered necessary.

4.3.3 The aircraft and the relevant records shall be reviewed by an appropriately approved organisation or by an appropriately licensed aircraft maintenance engineer, to determine the work to be undertaken to maintain the airworthiness of the aircraft.

4.3.3.1 Where an inspection is carried out on an aircraft specifically for the purpose of renewal of the Certificate of Airworthiness, an Inspection Report shall be prepared by an appropriately approved organisation or by an appropriately licensed aircraft maintenance engineer, detailing the work required, and it shall be given to the GCAA.

4.3.3.2 In determining the work to be undertaken on the aircraft, due account shall be taken of the following:

(a) the age, areas and types of operation and conditions of storage of the aircraft;
(b) compliance with the requirements of the Approved Maintenance Schedule;
(c) work already certified in the relevant records;
(d) the periods between overhauls, prescribed or approved by the GCAA, in respect of the aircraft and parts;
(e) such other requirements or instructions approved by the GCAA (e.g. mandatory modifications and inspections) relating to the maintenance of airworthiness;
(f) foreign airworthiness directives adopted by GCAA and those of the State of the Designer relating to the aircraft and its parts;
(g) the designer's recommendations in Service Bulletins or equivalent documents.

4.3.3.3 The GCAA may decide on the work which is necessary on the aircraft.

4.3.3.4 Documents to be made available to the GCAA during survey shall include:

(a) Certification documents – Certificate of Airworthiness, Certificate of Registration, Noise Certificate, etc.;
(b) Weight Schedule;
(c) Flight Test Report and Certificate;
(d) Flight Manual or Operating Handbook;
(e) Mandatory Modification Compliance Listing;
(f) Log Books for airframe, engine, propeller, and APU.
(g) Insurance Certificate;
(h) Technical Log Book;
(i) Component Life Records;
(j) Worksheet for previous maintenance checks;
Radio Licence issued for the aircraft.

All work undertaken in connection with the renewal of the Certificate of Airworthiness of the aircraft shall be supervised either by an organisation approved by the GCAA for the purpose or by an appropriately licensed aircraft maintenance engineer, at a place where the equipment, the general conditions under which the work is undertaken, and the necessary supervisory procedures are to a standard acceptable to the GCAA. Before the work is finally certified, the approved organisation, or the licensed aircraft maintenance engineer, shall be satisfied that the work has been carried out, inspected, and tested where necessary, for conformity with the specifications, drawings and instructions relating to the approved design and with the requirements for the continuing airworthiness of the aircraft and its equipment.

The aircraft shall have been tested in flight in accordance with Section 10 of this Chapter. Where a flight test is necessary and the Certificate of Airworthiness has expired a Certificate of Fitness for Flight shall be issued as in Section 11.

In accordance with the established rules, a current insurance policy for aircraft crew, passengers, third party personnel and property damage liability shall be submitted prior to the renewal of Certificate of Airworthiness.

SECTION 5 FLIGHT MANUALS

5.1 INTRODUCTION

A Flight Manual is a document prescribed by the International Civil Aviation Organisation and is intended for use by the flight crew. The Manual contains limitations, recommended procedures and information such that adherence to it will enable the level of safety which is intended by the airworthiness requirements of the air navigation legislation to be regularly achieved. The Flight Manual forms part of the Certificate of Airworthiness.

Note: In this Section, the term 'Flight Manual' includes any document accepted in place of a Flight Manual. e.g. Owner's Manual.

Flight Manuals and amendments thereto shall be approved, amended, and published in accordance with the procedures set out in this Section.

5.2 AIRCRAFT FLIGHT MANUALS

5.2.1 Applicability

The requirements and procedures of this paragraph are applicable to Flight Manuals which are required to be provided as part of the registration documentation of new aircraft.

In respect of aircraft, the Maximum Total Weight Authorised of which does not exceed 2730 kg, a Flight Manual need not be supplied provided that:

(a) a Flight Manual is prescribed as a mandatory part of the Certificate of Airworthiness by the Responsible Authority of the State of Origin of the aircraft; and

(b) the limitations, procedures and information necessary for the operation of the aircraft are promulgated in an acceptable document other than a Flight Manual.

5.2.2 General

Flight Manuals and all amendments thereto shall be subject to acceptance or approval, as appropriate, by the GCAA.

Flight Manuals provided in compliance with paragraph 5.2 shall be approved in accordance
with procedures acceptable to the Responsible Authority of the State of Origin of the aircraft (hereinafter referred to as the Responsible Authority), and in addition shall comply with any Special Conditions prescribed by the GCAA.

Note: Supplements to the Flight Manual should be checked for applicability to the specific aircraft configuration and inapplicable ones removed.

5.2.2.3 For Flight Manuals provided in compliance with this section, the applicant shall be responsible for, and shall make the necessary arrangements to ensure the supply of any amendments which keep the Flight Manual up to date for as long as an aircraft of the type remains registered in the United Arab Emirates (see 5.2.4).

5.2.2.4 Flight Manuals provided in compliance with paragraph 5.2 shall be in the English language.

5.2.3 Acceptance Manual

5.2.3.1 The Flight Manual shall be identified either by a unique reference number, or by the exact designation of all the aircraft to which the Manual is to apply.

5.2.3.2 A copy of the Flight Manual shall be supplied to the GCAA for examination and acceptance in accordance with the agreed timetable.

5.2.3.3 A copy of the Flight Manual shall be provided for retention by the GCAA.

5.2.4 Acceptance or Approval and Publication of Amendments

The procedure for the amendment of Flight Manuals shall be in accordance with this paragraph.

5.2.4.1 The applicant shall supply such amendments as necessary to keep the Flight Manual up to date.

5.2.4.2 Amendments which are initiated by the originator and already approved by the Responsible Authority, will require investigation by the GCAA, normally limited to the extent necessary to ensure that the amendments are consistent with the basis upon which the type of aircraft was certificated.

5.2.4.3 Changes which are initiated by an applicant other than the originator of the Manual, shall be sent to the GCAA for acceptance or approval either by means of a change sheet or by a supplement.

Note 1: A change sheet, which consists of an additional page or pages, is normally used to cover simple changes to existing data. It is embodied in the Flight Manual adjacent to the basic page to which the change relates.

Note 2: A supplement is normally used to introduce a new role for the aircraft or the installation of major items of equipment.

Note 3: Each change sheet or supplement shall, unless otherwise agreed by the GCAA, be produced by, and shall be submitted for approval through, an organisation approved for the purpose.

5.2.4.4 When the amendments have been approved by the GCAA, one copy of the amendment to be made to the Flight Manual of each particular aircraft, together with embodiment instructions, shall be sent by the originator of the Manual or applicant, as appropriate, to the owner or operator of each aircraft affected, and the GCAA shall be informed when this has been done.

5.2.4.5 One copy of the amendments shall be supplied to the GCAA.
SECTION 6   MAINTENANCE OF AIRCRAFT

6.1   INTRODUCTION

An aircraft registered in the United Arab Emirates in respect of which a Certificate of Airworthiness is in force shall not fly unless it has been maintained in accordance with a Maintenance Schedule approved or authorised by the GCAA and a Certificate of Maintenance Review issued certifying that a maintenance review has been carried out. Authorised Maintenance Schedules are also required by this Section for aircraft in the Private Category and where directed in a particular case for any other aircraft.

Note 1: For the purpose of this Section, the term 'Maintenance Schedule' means the maintenance schedule together with any associated maintenance programme necessary to support the maintenance schedule. This documentation contains details of processes and procedures which support maintenance activities.

Note 2: In addition to the requirements of this Section, an aircraft shall not fly for the purpose of public transport otherwise than in accordance with an Air Operator's Certificate.

6.2   GENERAL

An aircraft registered in the United Arab Emirates shall be maintained in accordance with a Maintenance Schedule approved by the GCAA in the following circumstances:

(a) any aircraft in respect of which a Certificate of Airworthiness in the Transport Category (Passenger), Transport Category (Cargo) or Aerial Work Category is in force;

(b) any aircraft in respect of which a Certificate of Airworthiness in the Private Category is in force, when so prescribed on the particular Certificate of Airworthiness.

6.3   APPLICATION PROCEDURES

The Applicant shall submit for approval/authorisation a Maintenance Schedule and, where applicable, associated Maintenance Programmes which shall contain details of all the procedures by which it is proposed that the airworthiness of the aircraft will be preserved on a continuing basis.

6.3.1 Maintenance Review Board (MRB) procedures will be applied.

Note: Where an aircraft is introduced into service by MRB procedures which results in condition monitoring being stipulated as a primary maintenance process, then the submission will have to include a Condition Monitored Maintenance Programme.

6.3.2 The Operator shall make application in writing for approval of the Maintenance Schedule. A copy of the Maintenance Schedule, the Maintenance Programmes and any other documents required in a particular case, shall be forwarded with the application to the GCAA.

6.4   MAINTENANCE SCHEDULE

6.4.1 The Schedule which is submitted for approval shall contain the basic information prescribed in (a), (b) and (c) below:

(a) General

(1) Reference number, issue number and date.

(2) Registered name(s) and address(es) of the owner(s)/operator(s).
(3) Type and model(s) of aircraft, engines, auxiliary power-units, and, where applicable, propellers.

(4) Areas of operation of the aircraft.

(5) Class of work in relation to the areas of operation.

(6) Details of any arrangements involving the co-operation of more than one operator, or which involve the correlation of information from other aircraft fleets for the purpose of providing additional statistical and sampling material.

(b) Primary Maintenance Processes

In respect of each part of the aircraft, its engines and auxiliary power-units, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, and all associated systems and installations (hereinafter referred to as 'an Item'), a list of the primary maintenance processes in terms of (1) to (5) below:

(1) periods at which the item shall be inspected, together with the type and degree of inspection;

(2) periods at which the item shall, as appropriate, be checked, cleaned, lubricated, adjusted and tested;

(3) periods at which the item shall be overhauled or replaced by a new or overhauled item, expressed in terms of:

   (i) criterion related to usage, e.g. a period of time, number of cycles, number of landings;

   (ii) criterion related to condition, e.g. limits of wear, limiting dimensions.

   Note: Where actual criteria are not included in the Schedule, they should be defined by cross-reference to acceptable documents e.g. Approved Maintenance Manual.

(4) the Mandatory Life Limitations to which certain parts of aircraft, engines, propellers, auxiliary power units and systems, the failure of which could have a hazardous effect on the aircraft. For foreign products these limitations, unless otherwise agreed by GCAA, shall be identical with those specified in the Mandatory Life Limitations section of the manufacturer's recommended Maintenance Schedule.

(5) such other processes as are agreed by the GCAA, e.g. condition monitoring (see 6.4.2).

(6) the Approved Maintenance Schedule shall include, when applicable, a continuing structural integrity Programme.

(c) Record of Amendments

Provision for a record of the amendments shall be incorporated in the Schedule.

6.4.2 Where the Schedule includes a process additional to the Schedule, the additional information to be provided and included shall be decided in consultation with the GCAA.

6.4.2.1 Where the process included is condition monitoring, a programme shall be produced and shall be such as to ensure that information gained from experience available to the operator is collected, analysed and interpreted on a continuing basis as a means of implementing...
corrective procedures. Such a programme will be a Condition Monitored Maintenance Programme (CMM Programme) and shall include, at least, the basic information contained in (a) to (j):

(a) the objectives of the programme in respect of Condition Monitored Maintenance;
(b) identification of those items in the Schedule which are controlled by Condition Monitored Maintenance;
(c) a list of definitions of significant terms;
(d) the sources of programme information and the procedures for receiving it;
(e) the means of displaying the programme information received, for the purposes of examination and analysis;
(f) the method of examining, analysing and interpreting the programme information;
(g) the procedure of implementing and monitoring appropriate actions to correct any reduction in reliability revealed by the programme;
(h) a list of the staff responsible for the organisation and implementation of the programme;
(i) the method of presenting the programme information to the GCAA and, where required, to the constructor;
(j) the procedure for evaluation and review of the programme;

Note: Condition monitoring is not acceptable as the primary maintenance process for any items the failure modes of which can produce a hazardous:

(1) increase in crew workload;
(2) degradation of flight qualities, performance or strength of the aircraft;
(3) fire; or
(4) which can result in the necessity for an unscheduled landing, marginal conditions for occupants or injury to occupants.

6.4.3 Approval Document

The GCAA will signify approval of the Maintenance Schedule by issuing a Approval Document to the applicant.

6.4.4 Amendments to Approved Maintenance Schedules and Programmes

Amendments to an Approved Maintenance Programme shall be approved by the GCAA. The data in an Approved Maintenance Schedule shall be amended by the operator to reflect the embodiment of mandatory and non-mandatory modifications and inspections, the incorporation of constructors' and manufacturers' requirements (bulletins, etc.), and the effects of maintenance experience. Amendments shall not be incorporated without the written agreement of the GCAA unless an alternative method of approving such amendments has been accepted by the GCAA.

6.4.4.1 Amendments required by the GCAA shall be incorporated in the Approved Maintenance Schedule or associated maintenance programmes.
6.5 AUTHORISED SCHEDULES

6.5.1 The Schedule submitted for authorisation shall contain the basic information prescribed in paragraphs 6.4.1 (a), (b) and (c) as appropriate to law utilisation.

6.5.2 The GCAA will signify the authorised use of the Schedule to the registered owner in conjunction with the issuance of his operating permit.

SECTION 7 CERTIFICATE OF MAINTENANCE REVIEW

7.1 An aircraft registered in the United Arab Emirates in respect of which a Certificate of Airworthiness is in force, shall not fly unless:

(a) the aircraft together with its engine, APU, equipment and radio station is maintained in accordance with a maintenance schedule approved by the GCAA in relation to that aircraft, or, in the case of Private Category aircraft, a maintenance schedule accepted by the GCAA;

(b) there is in force a certificate (referred to as a Certificate of Maintenance Review) issued in accordance with the provisions of this Section and such certificate shall specify the date on which the maintenance review was carried out and the date thereafter when the next review is due. The certificate may be carried aboard the aircraft and a copy must be retained elsewhere than in the aircraft.

7.2 The approved maintenance schedule referred to in paragraph 7.1 of this Section shall specify the occasions on which review must be carried out for the purpose of issuing a Certificate of Maintenance Review.

7.3 A Certificate of Maintenance Review may be issued for the purpose of this Section only by:

(a) the holder of a UAE aircraft maintenance engineers licence valid in two categories, appropriately type rated for the particular aircraft and authorised as being competent to issue such certification within the terms of approval granted to an organisation by the GCAA;

(b) a person whom the GCAA has authorised to issue a Certificate of Maintenance Review in a particular case and in accordance with that authority;

(c) a person approved by the GCAA as being competent to issue such certificates, and in accordance with that approval.

7.4 A person referred to in paragraph 7.3 above shall not issue a Certificate of Maintenance Review unless he has first verified that:

(a) maintenance has been carried out on the aircraft in accordance with the maintenance schedule approved for that aircraft; and

(b) inspections and modifications required by the GCAA as required by Section 3 have been completed as certificated in the relevant Certificate of Release to Service issued in accordance with Section 8; and

(c) defects entered in the technical log of the aircraft in accordance with Section 8 have been rectified or the rectification thereof has been deferred in accordance with procedures approved by the GCAA; and

(d) Certificates of Release to Service have been issued in accordance with Section 8; and
(e) for this purpose the operator of the aircraft shall make available to that person such
information as is necessary.

7.5 A Certificate of Maintenance Review shall be issued in duplicate. One copy of the most
recently issued certificate shall be carried in the aircraft and the other shall be kept by the
operator elsewhere than in the aircraft. Subject to the provisions of this Section, the operator
of the aircraft shall preserve each Certificate of Maintenance Review for a period of two years
after it has been issued.

7.6 ISSUE OF CERTIFICATE OF MAINTENANCE REVIEW

7.6.1 An aircraft registered in the UAE in respect of which a Certificate of Airworthiness is in
force, shall be subject to a maintenance review at intervals not exceeding four months. At the
completion of a review a Certificate of Maintenance Review shall be issued.

7.6.2 The signatory shall only issue a Certificate of Maintenance Review when satisfied, at the time
of the review, that the following aspects of maintenance have been carried out:

(a) all maintenance specified in the Maintenance Schedule has been carried out within the
prescribed time period and any extension to limiting periods is in accordance with
GCAA approved procedures;

(b) all modifications and inspections deemed mandatory by the GCAA have been carried
out within the prescribed time periods and any extension to limiting periods has been
authorised by the GCAA. Due account must be taken of any repetitive inspections;

(c) all defects entered in the Technical Log have been rectified or deferred in accordance
with the GCAA approved procedures;

(d) all Certificates of Release to Service have been issued in accordance with the
procedures outlined in Section 8.

Note: The time intervals for the Certificate of Maintenance Review will be specified on
a calendar basis only and therefore it is not necessary to be aligned with any
check.

7.7 CERTIFICATE OF MAINTENANCE REVIEW FORMAT

The Certificate of Maintenance Review shall be in the following format:

CERTIFICATE OF MAINTENANCE REVIEW

AIRCRAFT TYPE: ________________________________

NATIONALITY & REGISTRATION MARK: ____________________________

Certified that a maintenance review of this aircraft and such of its equipment as is necessary
for its airworthiness has been carried out in accordance with the requirements of the UAE
Federal Civil Aviation Law currently in force.

The next maintenance review is due: ________________________________

Signed: ________________________________

Approval/Licence/Authorisation: ________________________________

Operator: ________________________________
SECTION 8  CERTIFICATION OF OVERHAULS, REPAIRS, REPLACEMENTS
MODIFICATIONS, MANDATORY INSPECTIONS AND SCHEDULED
MAINTENANCE INSPECTIONS (Certificate of Release to Service)

8.1  INTRODUCTION

8.1.1  An aircraft registered in the United Arab Emirates, being an aircraft in respect of which a
Certificate of Airworthiness by the GCAA is in force, shall not fly unless there is in force a
Certificate of Release to Service issued in respect of any overhauls, repairs, replacements
modifications, maintenance, mandatory inspections or scheduled maintenance inspections to
the aircraft or any part of the aircraft or such of its equipment as is necessary for the
airworthiness of aircraft. In addition, a Certificate of Release to Service is required for all
such work carried out on radio equipment and equipment specified in Chapter 1, Section 7.
Certain exclusions are identified in paragraph 8.2.1 and 8.2.2.

8.1.2  The issue of a Certificate of Release to Service shall be subject to compliance with the
procedures detailed in this Section.

Note: Mandatory inspections, for the purpose of this Section, are those inspections
adopted or notified as mandatory by the GCAA Approved Maintenance Schedule
(commonly known as check, phase, periodic, out of phase, etc.).

8.2  ISSUE OF CERTIFICATE OF RELEASE TO SERVICE

8.2.1  A Certificate of Release to Service shall be issued after overhauls, repairs, inspections
(adopted or notified as mandatory inspections) have been carried out on an aircraft, which is
registered in the United Arab Emirates and has a Certificate of Airworthiness in force, except
as follows:

(a)  if a repair or replacement of a part of an aircraft is carried out when the aircraft is at
such a place that is not reasonably practicable-

(1)  to carry out the work in manner that a Certificate of Release to Service may be
issued; or

(2)  for the certificate to be issued at that particular place, the commander may fly the
aircraft, if in his opinion it is safe to do so, to the nearest place at which a
certificate may be issued;

Note: Particulars of the flight and the reasons for making it are to be given to the
GCAA.

(b)  A Certificate of Release to Service is not required for any overhaul, repair, or
modification carried out on the following:

(1)  first aid equipment and handbook;

(2)  timepieces;

(3)  torches;

(4)  whistles;

(5)  sea anchors;

(6)  rocket signals;
(7) equipment for mooring, anchoring or manoeuvring aircraft on the water;
(8) paddles;
(9) food and water;
(10) Spare fuses for all electrical circuits;
(11) personal survival equipment;
(12) megaphones.
(13) Maps, charts, codes and other documents.

8.2.2 A Certificate of Release to Service shall be issued at the completion of any scheduled maintenance inspections required by a maintenance schedule on an aircraft which is registered in the United Arab Emirates and has a Certificate of Airworthiness.

8.2.3 A Certificate of Release to Service is not required for any scheduled maintenance inspection which recurs at periods of less than two days elapsed time unless the particular inspection has been classified as mandatory by the GCAA.

8.2.3.1 A Certificate of Release to Service issued at the completion of any scheduled maintenance inspection is to be signed in each of the licence/authorisation categories relevant to the work performed in accordance with scheduled maintenance inspections, except that the GCAA may direct for specific aircraft types that some ‘X’ Category certifications are not required.

8.2.4 A Certificate of Release to Service shall only be issued for overhaul, repair, replacement, modification, mandatory inspection or scheduled maintenance inspection when the signatory is (signatories are) satisfied that the work has been properly carried out, having due regard to the use of:

(a) up-to-date instruction including manuals, drawings, specifications, mandatory inspections and company procedures;

(b) recommended tooling and test equipment which is currently calibrated, where applicable; and

(c) a working environment appropriate to the work being carried out.

8.2.5 The Certificate of Release to Service shall contain particulars of the work done or the inspection completed and the organisation and place at which the work was carried out. Depending upon the application of the certificate, details of the aircraft type registration component type, part number and serial number shall be recorded as applicable. The certificate wording shall be as per the statement quoted in CARs Part V, Chapter 3, CAR 145, AMC 145.50(b).

8.2.6 The Certificate of Release to Service shall be signed by a person specified in paragraph 8.3 except that the GCAA may direct which of these persons shall sign in a particular case. The signatory/signatories shall record licence/approval authorisation reference number as appropriate, together with the date.
8.3 CERTIFICATE OF RELEASE TO SERVICE SIGNATORIES

8.3.1 A Certificate of Release to Service shall be issued only by one of the following:

(a) the holder of a UAE aircraft maintenance engineers licence, appropriately type rated for the particular aircraft and authorised as being competent to issue such certification under the terms of approval granted to an organisation by the GCAA;

(b) a person whom the GCAA has authorised to issue a Certificate of Release to Service in a particular case, and in accordance with that authority; and

(c) for aircraft below 5,700 kg MTWA and operated in the private category the holder of a UAE Aircraft Maintenance Engineer’s licence, appropriately type rated for that aircraft.

SECTION 9 DUPLICATE INSPECTIONS

9.1 The procedures outlined in this Section shall be applied following initial assembly or any disturbance of a vital point or control system as prescribed in paragraph 9.3.

9.2 DEFINITIONS

(a) Control System A system which the flight path, attitude, or propulsive force of an aircraft is changed, including the flight, engine and propeller controls, the related system controls and the associated operating mechanisms.

(b) Duplicate Inspection An inspection first made and certified by one qualified person and subsequently made and certified by another qualified person.

(c) Vital Point Any point on an aircraft at which single mal-assembly could lead to catastrophe, i.e. result in loss of aircraft and/or in fatalities.

9.3 APPLICABILITY

9.3.1 Where vital points have been identified and included in the maintenance documents for the aircraft, such points shall be subject to duplicate inspection following initial assembly or following any disturbance to them or to any control system.

9.3.2 In case vital points or control systems were not identified in the maintenance manual, the operator, in consultation with a competent design organisation, may identify and list such points and apply to the GCAA to have the list incorporated in the aircraft maintenance documents. Provided such a list is accepted by the GCAA, the operator need then carry out duplicate inspections following disturbance of the listed points only.

9.4 LIMITATION

It may not be possible to inspect the complete vital point/control system when assembled in the aircraft due to routing the controls through conduits or boxed-in sections and the pre-sealing of various units. In these cases the persons certifying the duplicate inspection shall be satisfied that a duplicate inspection has been made previously on the units and covered sections and that the sealed units are acceptable for the particular use. Such tests as are considered necessary shall be completed to determine that these particular units and sections have full, free and correct directional movement.

9.5 DUPLICATE INSPECTION PROCEDURES

9.5.1 A duplicate inspection of all vital points/control systems in an aircraft shall be made after initial assembly and before the first flight after overhaul, repair, replacement, modification or adjustment.
Note: Dependent on the extent of the work it may be possible to limit the duplicate inspection of a control system to that part of the system which has been disturbed.

9.5.2 Vital points/control systems subject to duplicate inspection must not be disturbed or readjusted after the first certified inspection and the second part of the duplicate inspection must, as nearly as possible, follow immediately after the first part.

Note 1: In some circumstances, due to peculiarities of assembly or accessibility, it may be necessary for both parts of the inspection to be made simultaneously.

Note 2: It is desirable that the inspections of a control system are made as near as is practicable to the time of the intended flight.

9.5.3 If a vital point/control system is disturbed after completion of the duplicate inspection, that part which has been disturbed shall again be inspected in duplicate before the aircraft flies.

9.5.4 The duplicate inspection shall be the final operation to establish the integrity of the vital point/control system when all the work has been completed.

Note: The inspections prescribed in this Chapter for control systems shall include an inspection to ensure that full, free and correct movement of the controls is obtained throughout the systems relative to the movements of the crew controls. An additional inspection shall be made, when all covers and bearings are finally secured, to ensure that full, free and correct movement of the controls is obtained.

9.5.5 Persons qualified to make the first and/or second part of a duplicate inspection are as follows:

(a) aircraft engineers holding an appropriate UAE licence in Categories A, C, or X;

(b) members of a GCAA approved organisation who are considered by the Quality Manager qualified to make such inspections; or

(c) persons holding an appropriate GCAA authorisation.

SECTION 10 FLIGHT TESTING FOR RENEWEL OF CERTIFICATES OF AIRWORTHINESS

10.1 GENERAL

10.1.1 Flight tests shall be completed periodically to ensure that the aircraft flight characteristics and the functioning in flight of the aircraft do not differ significantly from those acceptable to the aircraft type and as approved by the aircraft designer.

10.1.2 In order that the GCAA may accept reports on flight test matters, the qualifications and experience of personnel involved in flight testing must be acceptable to the GCAA.

10.1.3 Airworthiness flight tests shall be completed in accordance with (a), (b) or (c) below, as appropriate:

(a) annually; within a time period of three months; or

(b) as defined by a fleet testing programme agreed between the GCAA and the operator or his maintenance organisation; and

(c) if required, after any major repair or modification.
10.1.4 Airworthiness flight tests may normally be conducted under the supervision of the operator or approved maintenance organisation provided that the flight crews are acceptable to the GCAA for that purpose.

Note 1: The GCAA may require that one or more inspectors attend this test and will notify the operator or the approved maintenance organisation accordingly.

Note 2: The flight crew acceptability will be evaluated against their competence, previous conduct, experience and familiarity with the appropriate test schedule, flight test techniques and safety precautions.

10.2 FLIGHT TEST SCHEDULES

Airworthiness flight test schedules shall be made in accordance with a schedule approved by the GCAA, and shall contain details of the aircraft type to which it refers and include flight test reference number, issue number and date, and shall also include the following:

(a) tests to check the aircraft performance;

(b) tests to check that the handling characteristics of the aircraft are satisfactory and have not deteriorated by time (in comparison with aircraft prototype performance) such as:

1. a qualitative assessment of the take off;

2. an assessment of the trim of the aircraft and the effectiveness of flight controls and trimmers, in steady flight;

3. hover manoeuvres for helicopters;

4. flight at maximum speed;

5. stalls in the take off and landing configurations;

6. a qualitative assessment of the landing.

(c) tests to check functioning of the aircraft equipment in flight.

10.3 FLIGHT TEST RESULTS

The flight test results shall be submitted for acceptance in a format acceptable to the GCAA as follows:

FLIGHT TEST CERTIFICATE

Aircraft Type: _______________________________________________________________

Registration: _______________________________________________________________

Constructor’s No: ___________________________________________________________

I CERTIFY that I have tested the above aircraft to Airworthiness flight test schedule reference ________________________________________________.

The following deficiencies and unsatisfactory features were revealed by the flight tests or noted at other times during the flight(s) and I consider that those annotated ‘R’ and /or ‘FT’ should be dealt with as follows:

(a) Those annotated R should be rectified prior to the renewal of the Certificate of Airworthiness or flight for hire or reward, whichever occurs first.
(b) Those annotated FT should be re-assessed in flight, following remedial action, before the defect can be considered to be rectified.

1. __________________________________________________________
2. __________________________________________________________
3. __________________________________________________________
4.(etc.) ______________________________________________________

The above have been transcribed to: ________________________________________________

For rectification and clearance.

Pilot: ___________________________ Signed: ______________________
Date: ___________________________ Licence No:__________________

10.4 FLEET TESTING PROGRAMMES

As an alternative to periodic airworthiness flight testing of individual aircraft, a programme of a flight test sample of aircraft from a fleet may be agreed with the GCAA, and such sampling will be accepted by the GCAA as being representative of fleet characteristics.

10.4.1 Basic requirements

To be acceptable as a fleet and eligible for a fleet testing programme the aircraft shall:

(a) be of an acceptably similar type;

(b) be certificated in the transport category and have a maximum total weight authorised exceeding 2730 kg;

(c) be controlled by an organisation acceptable to the GCAA;

(d) have produced consistently satisfactory results in previous airworthiness flight tests for an acceptable period of time.

10.4.2 Limitation

(a) Each aircraft of the type will be subjected to an airworthiness flight test at the end of every year of operation and if data from such tests is sufficient to confirm compliance with 10.4.1 (d), those aircraft which have proved to be satisfactory may be considered as eligible for setting up of a fleet test programme.

(b) If the data in respect of a particular aircraft is insufficient to confirm compliance with 10.4.1 (d) then that aircraft will be subjected to further airworthiness flight tests at the end of the subsequent year(s).

(c) An aircraft may be added to an established fleet after one annual test, provided that the results of that test are satisfactory.

10.4.3 Fleet Testing Programme Management

The fleet testing programme for renewal of certificates of airworthiness shall be prepared by the operator based on his pervious experience or the experience of other operators operating similar fleet size and type of aircraft. The fleet testing programmers should take into consideration the following aspects:
(a) the size and make-up of each fleet shall be agreed with the GCAA;
(b) for each agreed fleet a flight testing programme shall be agreed with the GCAA;
(c) the minimum annual sample required for each fleet shall be 20% of the fleet, or three aircraft, whichever is the lesser, but not less than one aircraft;
(d) the fleet testing programme shall be reviewed in the event of:
   (1) any significant change to the aircraft in the fleet (e.g. change of engine rating or type);
   (2) any failure to maintain the standards on which the programme was based;
   (3) any failure to carry out the programme.

10.4.4 Fleet Testing Programme Operation

(a) The programme shall be controlled under an arrangement acceptable to the GCAA.
(b) The GCAA shall be given the opportunity to participate in any flight test associated with the programme.
(c) The programme may be controlled by:
   (1) the operator of the aircraft in the fleet; or
   (2) the organisation responsible for the maintenance of the aircraft in the fleet; or
   (3) in the case of an agreement between operators to pool their fleets, a fleet coordinator nominated by the operators.
(d) The GCAA shall be kept informed of any changes to the size or make-up of the fleet, so that the programme may be amended as necessary
(e) The GCAA shall be kept informed of any failure to comply with the programme, so that the programme can be amended as necessary by the GCAA.
(f) The GCAA may, where considered necessary, alter the programme to clarify any doubts about the flying qualities of individual aircraft or of the fleet.

SECTION 11 CERTIFICATE OF FITNESS FOR FLIGHT

11.1 INTRODUCTION

Certificate of Fitness for Flight is issued to enable the operator to qualify the aircraft for the issue or renewal of a Certificate of Airworthiness or the validation thereof or the approval of modification of the aircraft after an application has been made for such issue, renewal, validation, or approval as the case may be.

11.2 FITNESS FOR FLIGHT TEST RESULTS

The flight test results shall be submitted in a format acceptable to the GCAA as follows:
CERTIFICATE OF FITNESS FOR FLIGHT

It is hereby certified that the aircraft defined hereon has been inspected and is fit for flight provided it meets the conditions of 11.2.2 below.

The certificate is valid until _____________________________ or until the airworthiness condition of the aircraft is altered, whichever is earlier.

Aircraft Registration _____________________________

Constructors No: _____________________________

Engines Serial No: _____________________________ _____________________________

APU Serial No: _____________________________

Name of AME: _____________________________ Signature: _____________________________

Licence No: _____________________________ Date: _____________________________

Authorisation No: _____________________________

The period of validity: _____________________________ (shall not exceed seven days)

(a) The period of validity shall be stated but shall not exceed 7 days.

(b) The Certificate shall be issued in duplicate and one copy kept elsewhere than in the aircraft.

11.2.1 Certificate of Fitness for Flight shall be issued only by:

(a) a holder of a UAE aircraft maintenance engineers licence, appropriately type rated for the particular aircraft and authorised as being competent to issue such certification under the terms of approval granted to an organisation by the GCAA;

(b) a person whom the GCAA has authorised to issue a Certificate of Release to Service in particular and in accordance with that authority; or

(c) a person approved by the GCAA as being competent to issue such certificates, and in accordance with that approval.

11.2.2 Limitations and Conditions

(a) During the flights mentioned in paragraphs 11.1 (a), (b) and (c), the aircraft shall carry the minimum flight crew specified in the Aircraft Type Certificate.

(b) The aircraft shall not carry any person or cargo except those persons performing duties in the aircraft in connection with the flight.

(c) The aircraft shall not fly over any congested areas of a city, town or settlement except to the extent it is necessary to do so in order to land or takeoff at a licensed aerodrome, in accordance with normal aviation practices.

(d) The certificate shall be issued in duplicate, one on board of the aircraft, the other copy be kept with the Aircraft Maintenance Record.

(e) If the aircraft’s airworthiness condition is affected during the period of validity, the certificate shall be reissued.
SECTION 12 MODIFICATION RECORD BOOK

12.1 INTRODUCTION

12.1.1 The Modifications Record Book is a statement of the modification history of the aircraft to which it relates.

12.1.2 A Modification Record Book must be kept for each aircraft of more than 2730kg maximum authorised weight, registered in the United Arab Emirates.

Note: The word 'aircraft', used in the context of this Section, does not apply to engines and propellers where suitable modification records are maintained in appropriate logbooks. The Modification Record Book is considered an addition to the aircraft logbook.

12.1.3 Modification Record Books must be purchased from the General Civil Aviation Authority, U.A.E.

12.2 CONTENT OF THE MODIFICATION RECORD BOOK

The following shall be recorded in the Modification Record Book:

(a) modifications made to those parts of the aircraft on which airworthiness depends;

(b) modifications made to the aircraft which affect modifications already listed in the record book; and

(c) major repairs, which have significantly altered the design affecting the airworthiness of the aircraft.

12.3 COMMENCING AND MAINTAINING THE MODIFICATION RECORD BOOK

12.3.1 New Aircraft Initially Registered in the United Arab Emirates

The aircraft constructor shall make available the information necessary to comply with the requirements of this Section relevant to commencement of a Modification Records Book by specifying the modifications embodied, additional to the basic design, at the time of certification.

12.3.2 Used Aircraft

The applicant for issue of a United Arab Emirates Certificate of Airworthiness for a used aircraft shall be responsible for starting a Modification Record Book at the time of registration and shall at that time record such of the modification history of the aircraft as is considered necessary by the GCAA.

12.3.3 A Modification Record Book which is valid in the exporting country and supplied with an aircraft to be imported and registered in the United Arab Emirates may be acceptable in place of the Modification Record Book required by this Section. Such a book shall be certified as accurate and up to date by the competent airworthiness authorities of the exporting country and shall be acceptable to the GCAA in all other particulars.

12.3.4 The Modification Record Book must be up to date at issue of the Certificate of Airworthiness for a new aircraft, at the renewal of the Certificate and at the time of sale or lease of the aircraft.

12.3.5 The Modification Record Book shall be kept by the owner or operator of the aircraft and shall be made available for examination
SECTION 13  CERTIFICATE OF AIRWORTHINESS FOR EXPORT

13.1 The Certificate of Airworthiness for Export is not a statutory document, either internationally under ICAO or nationally under the UAE Federal Civil Aviation Law. When issued in the UAE it signifies, as at the date of issue that, for those significant derogations from the requirements as defined in paragraph 3.2 below, the aircraft is such that UAE Certificate of Airworthiness could be issued or renewed, as appropriate, in accordance with the requirements. Certificate of Airworthiness for Export is only issued for complete aircraft.

13.2 DEROGATIONS FROM THE REQUIREMENTS

13.2.1 The following will be listed on the reverse of the Certificate of Airworthiness for Export:

(a) significant deviations from the approved build standard;
(b) derogations from GCAA requirements, additional requirements, and special conditions;
(c) mandatory modifications and inspections with which compliance has not been shown; and
(d) in respect of equipment prescribed in Section 7 of this Chapter:
   (1) such equipment which is fitted but has not been approved by the GCAA; and
   (2) equipment appropriate to the certification category where this is not fitted.

13.2.2 Any item listed in accordance with paragraph 13.2.1 shall be confirmed in writing to be acceptable to the responsible authority prior to the issue of the Certificate of Airworthiness for Export.

13.3 APPLICATION

An application shall be submitted to the GCAA on the appropriate form accompanied by the fees published by the GCAA.

13.4 COMPLIANCE WITH REQUIREMENTS

13.4.1 When the GCAA is satisfied that this Section has been complied with, the Certificate of Airworthiness for Export will be issued.

13.4.2 Any additional requirements and/or special conditions prescribed by the responsible Authority shall be notified to the GCAA in writing.