



INFORMATION BULLETIN 11/2009

SUBJECT	: OUTSOURCING CONTINUED AIRWORTHINESS MANAGEMENT FUNCTIONS
ORIGINATOR	: AIRWORTHINESS SECTION
STATUS	: MANDATORY
ADDRESSED TO	: ALL OPERATORS
DATE	: TUESDAY, MARCH 17th, 2009

UAE Civil Aviation Regulations CAR-OPS 1 and CAR-OPS 3 specify that all registered operators are responsible for airworthiness of their aircraft.

The regulations require the operators to establish and demonstrate to the satisfaction of the GCAA, the operations and management control of the aircraft airworthiness. Some Operators have contacted the GCAA and expressed their intention to subcontract or outsource the function(s) of managing continued airworthiness of their aircraft to other organizations.

GCAA regulations on the subject of outsourcing these functions are still in the making. Until such time the regulations are published formally; this information bulletin clarifies GCAA position and provides basic guidelines.

The GCAA may allow contracting part of those functions (of managing the continued airworthiness of their aircraft) to other approved organization(s) subject to the operator(s) meeting following requirements:

Note: For the purpose of clarification, the term 'operator' in this information bulletin refers to the aircraft owner/operator wishing to contract out the management of continued airworthiness of their aircraft. 'Organisation' in turn refers to the company or organisation entering into the contract of managing continued airworthiness on behalf of the operator.

1. The responsibility for airworthiness of their aircraft remains with the operator / owner.
2. The contracting organization may be a GCAA approved Part 145 organization, rated for the aircraft type, and having appropriate capabilities and permissions for such activities. This is normally stated in the MOE approved by the GCAA.

3. In specific cases, GCAA may accept / approve an organization that does not necessarily hold UAE Part 145 approval but hold a valid EASA CAMO approval under Part M Subpart G, appropriately approved for the required functions. Such acceptance / approval will be explicitly indicated by the GCAA in writing.
4. The Operator and the Part 145 organization contracted to manage continued airworthiness of the operator's aircraft, shall sign a formal contract clearly containing details of duties and responsibilities of both parties in accordance with EASA OPS 1 part M Appendix 1 and to develop an interface document detailing all activities. The contract and the interface document would be subject to the GCAA audit.
5. An operator may outsource these functions to only one organization at any given time, unless a specific written approval is granted by the GCAA.
6. The organization contracted to perform management of continued airworthiness and the contractual arrangement must be audited by the operator's quality department, at least once per annum.
7. The aircraft records shall be made available to the GCAA Inspectors upon request. On termination of the contract, all records shall be handed over by the managing organization to the operator.
8. If the organization managing continued airworthiness of the aircraft, is not based in the UAE, it must have a permanent representation in the UAE.
9. Please note that, for C of A renewals, the existing procedures (as on April 2009) are still to be followed. ARCs are not yet recognized by the GCAA.

This information bulletin provides a basic guideline on outsourcing continued airworthiness management functions. The operators may contact GCAA regarding any further explanations to the intent of this bulletin.


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CHIEF OF AIRWORTHINESS

