

## **UAE GCAA Certification Considerations related to Foreign Aircraft Maintenance Organisations (FAMO)**

Sofema Online (SOL) [www.sofemaonline.com](http://www.sofemaonline.com) provides guidance on best practice to ensure compliance with UEA GCAA Regulatory requirements

Introduction concerning the requirements to meet full compliance with UAE requirements to hold UAE GCAA CAR 145 approval as a Foreign Aircraft Maintenance Organisation (FAMO)

See also the following for reference <https://sassofia.com/blog/stand-alone-acceptable-means-of-compliance-amc-relevant-to-gcaa-car-145-approval-holder-summary/>

In order to satisfy the GCAA requirement Sofema proposes the following as an initial general introduction

1/ To complete the initial CAR 145 Training – available on [www.sofemaonline.com](http://www.sofemaonline.com)

2/ To complete EASA RVSM & ETOPS SOL Online training

RVSM - <https://www.sofemaonline.com/lms/all-courses/150-rvsm-operations-continued-airworthiness-amp-maintenance-practices-with-vo/preview>

ETOPS - <https://www.sofemaonline.com/lms/all-courses/207-etops-extended-operations-or-edto-extended-diversion-time-operations-for-camo-amp-amc/preview>

3/ To Complete EASA MMEL / MEL Training <https://sofemaonline.com/lms/all-courses/136-introduction-to-master-minimum-equipment-list-mmel-and-minimum-equipment-list-mel/preview>

4/ To complete CAR M training – Recurrent (provides overview) – 1 Day  
<https://sofemaonline.com/lms/all-courses/161-uae-gcaa-car-m-recurrent/preview>

5/ To complete New Training Proposal – to be offered as a 1 day webinar or online if sufficient interest

EASA – UAE Transition Training covering the following – 1 day duration

- UAE Regulatory Introduction
- Regulatory Documents
- CAR-145/CAR-M/ CAR MEL/IB's/Safety Alerts/Standalone AMC & GM/Safety Decisions
- Voluntary Reporting System (VORSY) AMC-57 Awareness
- MMEL/MEL CAR MEL Applicability/Familiarization Difference
- AD's/SB's/Mod/Repair CAR M 303 & 304 Applicability/Familiarization
- ETOPS AMC-21 Training Difference

### **Additional Obligation Placed on the CAR 145 FAMO Organisation**

Note it will also be necessary to demonstrate compliance with Operators requirements reference AMC 74 – Sofema Aviation Services is able to support your obligations in this regard as required – please note - access to operator will be required.

### **CAR 145.30 Personnel requirements**

g) Any organisation maintaining aircraft, except where stated otherwise in paragraph (j), shall in the case of aircraft line maintenance, have appropriate aircraft type rated certifying staff qualified as category B1, B2 and B3, as appropriate, in accordance with CAR-66 and 145.35.

- In addition, such organisations may also use appropriately task trained certifying staff holding the privileges described in CAR 66.20(a)(1) and CAR 66.20(a)(3)(ii) and qualified in accordance with CAR-66 and 145.35 to carry out minor scheduled line maintenance and simple defect rectification. The availability of such certifying staff shall not replace the need for CAR 66 category B1, B2 and B3 certifying staff, as appropriate.

**NOTE:** Organisations with the principle place of business within UAE territories (LAMO) - For line maintenance facilities located outside UAE, the certifying staff shall have appropriate aircraft type rating and qualified as category B1, B2 or B3 as appropriate, in accordance with GCAA CAR-66 and 145.35.

h) Any organisation maintaining aircraft, except where stated otherwise in paragraph (j) shall:

1. In the case of base maintenance of large aircraft, have appropriate aircraft type rated certifying staff qualified as category C in accordance with CAR-66 and 145.35. In addition the organisation shall have sufficient aircraft type rated staff qualified as category B1 and B2 in accordance with CAR-66 and 145.35 to support the category C certifying staff:

i. B1 and B2 support staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the category C certifying staff issues the certificate of release to service.

ii. The organisation shall maintain a register of any such B1 and B2 support staff.

iii. The category C certifying staff shall ensure that compliance with paragraph (i) has been met and that all work required by the customer has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the operator to defer such work to another specified check or time limit.

2. In the case of base maintenance of aircraft other than large aircraft have either:

i. Appropriate aircraft type rated certifying staff qualified as category B1, B2 or B3 in accordance with CAR-66 and 145.35 or,

ii. Appropriate aircraft type rated certifying staff qualified in category C assisted by support staff as specified in 145.35(a) (i).

j) By derogation to paragraphs (g) and (h), the organisation may use certifying staff qualified in accordance with the following provisions:

1. Organisations with the principle place of business outside UAE territories (FAMO) - For line and base maintenance facilities located outside UAE, the certifying staff may be qualified in accordance with the NAA in which the line station or base maintenance is based or in accordance with UK CAA/EASA Part 66 subject to demonstrating compliance to Appendix IV to CAR 145 with appropriate supporting evidence.

2. For Line Maintenance carried out under the provisions of CAR 145.75(b) the Certifying Staff may be qualified in accordance with the national aviation regulations of the approving state or in accordance with UK CAA or EASA Part-66, and , subject to the conditions specified in Appendix XII to CAR 145.

**NOTE:** This provision is only applicable to Local Approved Maintenance Organizations.

#### Appendix IV

#### **APPENDIX IV TO CAR-145 - CONDITIONS FOR THE USE OF STAFF NOT QUALIFIED TO CAR 66 IN ACCORDANCE WITH 145.30(J)**

1. Certifying staff in compliance with the following conditions will meet the intent of 145.30 (j)(1) and (2):

(a) The person shall hold a licence or a certifying staff Authorisation issued under the country's National regulations in compliance with ICAO Annex 1.

(b) The scope of work of the person shall not exceed the scope of work defined by the National licence or certifying staff authorisation.

(c) The person shall demonstrate that he/she is competent to perform the maintenance tasks and associated certification he/she authorised for, as per applicable procedures (e.g. UAE's operators including HF) and applicable regulations (to their authorisation) – Refer to Table 1.

Note – Table 1 refers to the organisations scope of approval

(d) The person shall be trained on operator's procedures in accordance with AMC-74.

See AMC 74 here

(e) The person shall demonstrate five years maintenance experience for line maintenance certifying staff and eight years for base maintenance certifying staff. However, those persons whose authorised tasks do not exceed those of a CAR 66 category A certifying staff, need to demonstrate three years maintenance experience only.

(f) Line maintenance certifying staff and base maintenance support staff shall receive type training at a level corresponding to CAR 66 Appendix III level 3 for every aircraft on which they are authorised to make certification. However those persons whose authorised tasks do not exceed those of a CAR 66 category A certifying staff may receive task training in lieu of complete type training.

(g) Base maintenance certifying staff Category C must receive type training at a level corresponding to at least CAR 66 Appendix III level 3 for the initial aircraft and Level 1 for any subsequent aircraft type on which they are authorised to make certification.

2. Protected rights

(a) 145.30(j) personnel before the entry into force of CAR 66 may continue to exercise their privileges \without the need to comply with paragraph 1(c) to 1(g).

(b) However after that date any certifying staff willing to extend the scope of their Authorisation to include additional privileges shall comply with paragraph 1 above.

(c) Notwithstanding subparagraph 2(b) above, in the case of additional type training, compliance with paragraph 1(c), 1(d) and 1(e) is not required.

**Table 1**

<b>Content of CAR-145 Regulations Training (applicable for Foreign Approved Maintenance Organisation). Requirements Knowledge Levels — Category A, B1, and B2 Aircraft Maintenance Engineers License</b>	Level(*)		
	A	B1	B2
<b>Regulatory Documents</b> CAR-145/CAR-M/ CAR MEL/IB's/Safety Alerts/Standalone AMC & GM/Safety Decisions	1	1	1
<b>Certificate of Fitness for Flight App VII to CAR-145</b> CFF Requirements Format of the Certificate	1	2	2
<b>Personnel Requirements CAR 145.30/35</b> Nominated Personnel Man hour Plan Human Factors Training One Off Authorization Competence assessment	1 1 2 1 2	1 2 2 2 2	1 2 2 2 2
<b>Certifying staff and support staff CAR 145.35</b> Qualification Training Records Continuation Training Company Authorization	2	2	2
<b>Equipment, tools and material CAR 145.40</b> Availability Tool Control Calibration	2	2	2
<b>Acceptance of components CAR 145.42</b> Segregation Traceability Life Limited Equivalent to GCAA AW Form 1	2	2	2

<b>Maintenance data CAR 145.45</b> Availability of current data Common work card	2	2	2
<b>Production planning CAR 145.47</b> Stage Signing of complex maintenance tasks Shift Handover	2	2	2
<b>Certification of maintenance CAR 145.50</b> CRS Requirements CRS Statement Reference to GCAA CAR-145 Approval Number	2	2	2
<b>Maintenance records CAR 145.55</b> Records of maintenance work Carried out Record Retention	2	2	2
<b>Occurrence reporting CAR 145.60 &amp; AMC-22</b> Internal procedure GCAA Reporting of Safety Incident (ROSI)	2	2	2
<b>Safety and quality policy, maintenance procedures and quality system CAR 145.65</b> Knowledge of quality policy and maintenance procedures	2	2	2
<b>Voluntary Reporting System (VORSY) AMC-57</b> Awareness	2	2	2
<b>MMEL/MEL CAR MEL</b> Applicability/Familiarization	2	2	2
<b>AD's/SB's/Mod/Repair CAR M 303 &amp; 304</b> Applicability/Familiarization	2	2	2
<b>ETOPS AMC-21</b> Training	2	2	2

(b) The applicant should be able to give a detailed description of the subject using theoretical fundamentals and specific examples.

(c) The applicant should understand and be able to use mathematical formulae related to the subject. (d) The applicant should be able to read, understand and prepare sketches, simple drawings and schematics describing the subject.

(e) The applicant should be able to apply his knowledge in a practical manner using manufacturer's instructions. (f) The applicant should be able to interpret results from various sources and measurements and apply corrective action where appropriate.