

Differences - EASA Part-145 and UAE GCAA CAR 145

Finding classification (audit results).

GCAA still uses Level 1 / Level 2 and Level 3 “observations.” EASA removed Level 3, so only Cat 1 & 2 findings remain.

Approval prerequisites & admin proofs.

For new/changed approvals the GCAA requires local artefacts such as **trade licence, security clearance for locations**, and in many cases a **contract with a UAE operator** in the scope. EASA does not.

MOE format & submission.

GCAA prescribes MOE content via **GM-05 User Guide** and requires **upload of the current approved MOE (and amendments) to the GCAA Q-Pulse** system; EASA has no Q-Pulse upload requirement.

National occurrence reporting platform.

CAR 145 organisations report safety/airworthiness events via **ROSI** (the GCAA online portal). Under EASA, organisations comply with **Part-145.A.60** and the broader **EU Reg. 376/2014** scheme via their State’s system (e.g., ECCAIRS2), not ROSI.

Release documentation & national forms.

GCAA approvals/certificates frequently stipulate use of **GCAA AW Form 1** (e.g., for engines) and a **CRS per CAR145.50** wording for UAE-registered aircraft; EASA uses the **EASA Form 1** and the CRS text in **145.A.50 / Part-21 App.**

Foreign organisations: UAE GSP & MOE supplements.

Non-UAE AMOs working on UAE-registered aircraft must meet **GCAA Supplementary Procedures (GSP)** and often maintain a **UAE MOE supplement**; EASA doesn’t impose an equivalent “GSP” on foreign Part-145s.

Certifying staff national specifics.

CAR 145 Appendix IV/AMC set **UAE-specific continuation training** and require **familiarity with applicable UAE operators’ procedures** for certifying staff privileges. EASA requires competence/continuation training but not UAE-operator familiarisation.

Post-holder minimum experience expectations.

GCAA publishes **explicit minimums/knowledge requirements** for key posts (e.g., Quality/Compliance, Maintenance Manager). EASA relies more on competence-based criteria in AMC/GM without the same prescriptive minima.

National approval process guidance (AMC-73).

GCAA’s **AMC-73** lays out a formal, stepwise **Maintenance Organisation Approval Process** (ownership/addresses, station security, UAE operator contracts, etc.). EASA uses AMC/GM to Part-145 but not an equivalent national “AMC-73” pack.

Certificates & approval conditions.

GCAA approval certificates typically include **conditions unique to the UAE** (e.g., Q-Pulse upload, ROSI reporting reference, AW Form 1 usage for certain ratings). EASA approval certificates don't include these UAE-specific conditions. nayak.aeroGMR Aero Technic

Stores & tooling access controls

- **CAR 145** requires secure, controlled access to stores and tooling areas, often with **GCAA security clearance checks** for staff.
- **EASA Part-145** requires controlled access (145.A.25/40), but no State-specific clearance.

Calibration & tooling traceability

- **CAR 145** mandates calibration traceability be aligned with **UAE national calibration standards** (often through Emirates Authority for Standardization & Metrology).
- **EASA Part-145** accepts traceability to international standards (e.g. ISO/IEC 17025 labs).

Incoming goods inspection

- **CAR 145** obliges checks against **GCAA AW Form 1** or FAA/EASA dual release acceptance rules.
- **EASA Part-145** requires acceptance via **EASA Form 1 / FAA 8130-3** or equivalent, but no UAE-specific form.

Acceptance of parts from local suppliers

- **CAR 145** insists on supplier approval and **local UAE trade licence verification** as part of vendor vetting.
- **EASA** focuses on Part-21 production approval (POA/ETSO/TC holder) and does not add trade licence requirements.

Stores segregation

- **CAR 145** enforces physical segregation of serviceable, unserviceable, and quarantine stores, **with signage in English and Arabic** in UAE locations.
- **EASA** requires segregation and labelling, but language is not prescribed.

Shelf life and storage conditions

- **CAR 145** requires explicit **shelf-life tracking registers** for consumables, chemicals, and life-limited items, often checked via Q-Pulse uploads.
- **EASA** requires shelf-life control, but does not mandate reporting to the authority.

Airworthiness documentation retention

- **CAR 145** often requires retention of stores-related documentation (delivery notes, AW Forms, calibration certificates) to be **uploaded into GCAA's Q-Pulse** system.
- **EASA** requires retention under 145.A.55, but **no upload to a central authority portal**.

Third-party logistics providers

- **CAR 145**: use of freight forwarders or couriers must be subject to **GCAA-approved supplier audits** (documented in MOE).
- **EASA**: requires oversight of critical suppliers but does not single out couriers/logistics agents unless safety critical.

AOG procurement practices

- **CAR 145** requires AOG parts sourcing to still follow **GCAA-accepted airworthiness documentation rules** (no "install and justify later").
- **EASA** allows temporary installation under controlled deviation procedures (with later rectification), provided compliance with 145.A.50 CRS is maintained.

Hazardous material & dangerous goods storage

- **CAR 145** requires stores areas handling dangerous goods to comply with **UAE national HSE standards** and obtain **local civil defence approvals**.
- **EASA** requires compliance with IATA/ICAO DG handling standards, but does not add national civil defence sign-off.