



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

### First Meeting (DGCA-MID/1) (Abu Dhabi, UAE, 22-24 March 2011)

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#### Agenda Item 5: Aviation Safety Issues

##### EASA PART M IMPLEMENTATION

*(Presented by the United Arab Emirates)*

#### 1. INTRODUCTION

1.1 The purpose of this working paper is to share with you the difficulties which we encountered during our plan to adopt EASA PART M.

#### 2. DISCUSSION

2.1 The UAE GCAA, in its attempt to harmonize its regulations with EASA regulations, initiated a plan in mid 2008 to adopt EASA PART M.

2.2 There were many steps taken to adopt PART M. Part M was first discussed internally and a perspective was created on what the differences between the GCAA's CAR M and EASA's PART M would be.

2.3 Our perspective was then, shared with the rest of the COSCAP member States. Differences between the COSCAP member States were identified. The COSCAP meetings were attended by an EASA representative.

2.4 In October 2010 a CAR M NPRM was published. However this NPRM had to be withdrawn in January 2010, as one of the important differences between PART M and CAR M had to be reconsidered. This was pertaining to allowing Commercial Air Transport Operators to contract CAMO's. It was determined that this step would not put ultimate responsibility for continued airworthiness requirements on the operator. Therefore, the NPRM was withdrawn.

2.5 Subsequent to that, the project was put on hold due to our preparation for an external audit. It was clear to us as the time passed, why it took EASA so long before PART M was fully implemented. With the current regulations we have in place, it is becoming increasingly evident that there is a big regulatory impact assessment is required. This is currently being assessed. A preliminary assessment showed that our Operations regulations, Special Purpose Operations Regulations and Airworthiness regulations will be impacted by the advent of CAR M.

2.6 Another point is the economic impact assessment. While it is reasonable to mandate PART M on commercial air transport operators, the GCAA believes that regulating small airplanes and balloons might lead to unjustifiable financial burden on these categories. This is being reviewed now and a decision will be made whether or not to regulate these categories under CAR M.

2.7 It is crucial that sufficient time is allowed both for the industry and the authorities to get their internal processes, controls, checklists, staff training developed well ahead of PART M entry into force.

2.8 Nevertheless, the GCAA is committed to its plans to harmonize its regulations with EASA regulations as much as practically possible.

2.9 To that end, the GCAA, as part of its restructuring process, introduced a new section responsible for developing the regulations as part of its Aviation safety Affairs Department.

### **3. UAE ACTION PLAN**

3.1 The GCAA strongly recommends that States that are planning to adopt CAR M do a thorough regulatory and economic impact assessment before making a decision on this matter.

3.2 Part M scope should be carefully examined to determine the exact categories of aircraft and operators it should be applicable to.

### **4. ACTION BY THE MEETING**

4.1 The meeting is invited to note the activities relating to EASA Part M implementation taken in the UAE; and take action, as appropriate.