



WORKING PAPER

ASSEMBLY — 39TH SESSION

Agenda Item 33: Aviation safety and air navigation monitoring and analysis

**MAINTENANCE ORGANIZATION REVIEW CERTIFICATE (MORC) SCHEME – CAA –
INDUSTRY PARTNERSHIP ON ASSESSMENT OF APPROVED MAINTENANCE
ORGANIZATION (AMO)**

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

The United Arab Emirates (UAE) is witnessing an unprecedented growth of the industry which, if not absorbed properly, may be translated into a huge regulatory and safety oversight obligation on the General Civil Aviation Authority (GCAA). To be able to cope with this burden and hence satisfy the operational demand of its airlines, the GCAA had to adapt the regular CAA operation model without claiming for additional manpower through the scheme called MORC.

The solution efficiently correlates the certification process of an approved maintenance organization (AMO) with the operational need of an airline in an area where the GCAA will normally require a minimum of a two months to certify with due consideration to logistics or security measures implied.

The MORC could be seen as a subtle alternative to the solution aimed at reducing the time for certification of an AMO. With effective implementation, the CAA can leverage the MORC to enhance the level of safety oversight involvement in line with the risk profiling process. The CAA and industry may also gain in mitigating the resource management costs.

Action: The Assembly is invited to:

- a) note the information provided in this paper;
- b) study the MORC scheme and review its benefits for a CAA and its airline industry; and
- c) encourage other Contracting States to adapt it to its own environment.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective
<i>Financial implications:</i>	
<i>References:</i>	

1. INTRODUCTION

1.1 The UAE understands and complies with its State of Registry's obligations as prescribed in the Chicago Convention to approve and oversight maintenance organizations involved in the maintenance of its aircraft.

1.2 The GCAA has witnessed the phenomenal growth in the airline industry in the UAE. The growth in the airlines' fleet size and flying destinations worldwide, have resulted in a significant increase in demand for local and foreign based maintenance organizations to support the airlines' maintenance needs. With the continuing growth in the AMOs, more than 70 per cent of its AMOs are based outside the UAE. This number will continue to grow rapidly with the launching of new destinations by the UAE airlines and will continue to demand the GCAA compress the approval processing time.

1.3 Managing the approval of a maintenance organization could be a lengthy process and continuously requires an increasing manpower resource from any CAA. The mobilization of such a manpower effort for the CAA is often complicated by the extra-demanding airline industry requiring approval for maintenance organizations and their line stations which are geographical located far from their base.

1.4 With due consideration to its safety mandate, the GCAA has introduced the MORC Scheme, for approval of a maintenance organization (line station primarily). The scheme is designed to expedite the issuance of a CAR 145 Maintenance Organisation approval by the GCAA based on a recommendation issued by qualified and competent personnel of the airline requiring the service of the maintenance organization.

2. DISCUSSION

2.1 Managing the growth of its airline industry remains the biggest challenge for a CAA. The UAE will exhibit a traffic growth of +11.05 per cent per year up to 2025.

2.2 Despite the modernization of its GCAA regulatory systems including the hiring of more skilled professionals, the automation of its processes and systems, and the continuous upgrade of its internal processes and procedures, the GCAA will still need to review and optimize its operations to be able to absorb the growth in a safe manner.

2.3 The idea behind the MORC Scheme is derived from the European Airworthiness Review Certificate (ARC), already adopted and adapted by the UAE. The ARC Scheme has been implemented for many years now and is proven to be safe and compatible with the commercial expansion of the airline industry. The MORC Scheme is expected to show the same outcome since the UAE airlines have positively welcomed an alternative to the regular lengthier process.

2.4 For an effective MORC scheme, the CAA must take into consideration the following activities:

- a) publish the regulations to support the scheme,
- b) introduce the process and procedures for implementation;

- c) conduct specific training sessions towards qualifying the personnel of the airlines responsible for recommending an organization for approval; and
- d) a regular quality assurance, specific inspection or audit to ensure that the scheme is carried out in accordance with the regulation.

2.5 The time and effort saved by the CAA during the approval process will largely compensate the time and effort required for the above-mentioned activities. Indeed, a CAA will reduce its operating costs since:

- a) less time on duty travel for its inspectors (flight tickets, per-diem);
- b) less needs of visa requirements, for its inspectors;
- c) inspectors not exposed to security threats in certain locations;
- d) inspectors will be utilized on area of greater safety concerns; and
- e) compliant-free environment from an extra-demanding airline industry since approval can be obtained timely to tailor to their operating time frame.

3. CONCLUSIONS

3.1 The MORC is a structured and smart partnership scheme aiming at achieving safety in civil aviation within a challenging environment continuously affected by a significant industry growth.

3.2 It is believed, that effective implementation of the MORC Scheme will bring immense calculated benefits to the CAA and/or industry, in terms of:

- a) enhanced level of safety assurance by matching the standard of audits and oversight;
- b) additional avenue for monitoring of organization safety performance;
- c) cost saving through minimization of the need for CAA's audit for initial approval of a foreign organization;
- d) expediting the AMO approval process, that the approval of the operators' contractor is in-line with their priority/datelines;
- e) commonality of stations between operators through sharing of the MORC report; and
- f) the privilege of the MORC Scheme is achieved without hiring of additional personnel.