



## Safety Circular 2022-03 Issue 01

**Date of Issue:** 08 September 2022

**Subject:** Releasing the aircraft with impermissible defect or unapproved part.

**Background:** An anonymous report received that stated a contracted AMO installed a non-IPC part on Oman- registered Aircraft. CAA immediately placed a systematic investigation and evidently proved the case. While the investigation is taking advanced step to figure out the root causes and to determine the serious resolution to be forced accordingly, CAA promulgated this safety circular.

**Applicability:** This Safety Circular shall be applicable to Air Operators, Approved Maintenance Organisation and Continuing Airworthiness Management Organization (CAMO), which approved by CAA.

**Effective Date:** This circular is effective from date of issue.

### Required Action(s) and Compliance Time(s):

- 1- Air Operators are ultimately responsible for continuing airworthiness of the aircraft, engine, propeller or part by achieving the conformity to its approved design data and continuously maintained in a condition for safe operation.
- 2- Air Operators shall ensure for existence of effective and traceable communication with approved maintenance organisation for releasing aircraft under maintenance particularly line maintenance.
- 3- For components which maintenance records and/or traceability to the manufacturer instruction cannot be retrieved or do not meet design specifications, the Approved Maintenance Organisation shall retain and store them in secure location, furthermore, the Approved Maintenance Organisation is responsible to report to the CAA within 72 hours of the organisation identifying the condition to which the report relates.

**Remark:** For any question concerning the technical content of this circular, please contact with Flight Safety Department.

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**Reference Document:** CAR-M, CAR-145

  
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