

**DEPARTMENT OF CIVIL AVIATION  
MALAYSIA  
AIRWORTHINESS NOTICE**

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Date: 1 October 2005

**CERTIFICATION OF AIRCRAFT**

**1. Introduction**

1.1 Applicants for Malaysian certification should be aware that all aircraft, irrespective of their size, will normally be subject to investigation by the DCA in order to establish, taking into account their design, construction, modification standard and original certification basis, that a level of airworthiness equivalent to that provided by Malaysian airworthiness standards has been achieved. The DCA will also require knowledge of the arrangements for post-certification design support in order to be satisfied that this airworthiness standard may be expected to be sustained after certification.

1.2 Malaysia does not issue Type Certificates for imported aircraft. Acceptance was based on a process of validation by granting a Malaysian Certificate of Airworthiness. Effective from the date of this Notice, acceptance of foreign type certificated aircraft, for which a Malaysian Certificate of Airworthiness has not previously been issued, shall be based on a Design Investigation process, resulting in the issuance of Type Acceptance or Type Validation certificate.

Note : The DCA only accepts applications for the Type Acceptance of aircraft type certificates. The acceptance procedure will involve consideration of that aircraft's engine and/or propellers. Acceptance of the aircraft's type certificate will imply acceptance of the associated engine and/or propeller type certificate(s).

1.3 This Notice provides guidance on the investigations which the Department will need to make and the requirements to be satisfied prior to certification. However, for aircraft and products of United States origin imported from the United States, Appendix 1 to this Notice provides details of the definitive requirements for Malaysian certification. In respect of aeronautical products and parts manufactured in Malaysia, Appendix 2 to this Notice provides details of requirement for Malaysian certification. In respect of aircraft and products originated and imported from countries that are full members of JAA, Appendix 3 to this Notice provides details of the definitive requirements for Malaysian certification.

1.4 Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import for Malaysian certification.

**2. Definitions**

2.1 Special Requirements are those administrative requirements which must be satisfied as a condition of certification.

2.2 Additional Requirements are those additional design requirements found necessary by the DCA, in addition to the exporting country's certification basis, to provide a level of safety equivalent to that provided by the DCA airworthiness requirements.

2.3 Special Conditions are airworthiness standards issued to cover novel and unusual design features.

**3. Types For Which A Malaysian Certificate Of Airworthiness Has Not Previously Been Issued**

**3.1 Design Investigation**

If an aircraft has been designed, constructed and type certificated in another State, the certification process is generally reduced to one of examination of the type design record and the certification documents held by the State which initially certificated the aircraft (State of Design). The examination normally includes:

- a) an assessment of the adequacy of the code of design standards applied and their amendment status to ensure that no hazardous characteristics exist in the design and construction of the aircraft;
- b) an assessment of the adequacy of the code of design standards applied and their amendment status to ensure full compliance with any other applicable standards of ICAO Annexes 8 and 16.
- c) an assessment of acceptability of any waivers or variations granted by the State of Design;
- d) an assessment of suitability of any special conditions specified and certified by the State of Design; and
- e) an assessment of adequacy of type design in regard to specified requirements, operating conditions and airworthiness philosophies of the DCA.

3.1.1 The Malaysian investigation will be directed primarily to areas where the airworthiness standards, as applied by the original Certifying Authority, may not, in the view of the DCA, be equivalent to Malaysian standards. Compliance with the requirements of the Malaysian Civil Aviation Regulation in respect of mandatory equipment will also be investigated.

- 3.1.2 The extent and depth of the design investigation will vary according to the design features of the aircraft and the Malaysian certification category(ies) applied for (Transport, Aerial Work, Private, Special). Where an aircraft type has been designed to meet an internationally recognised code of airworthiness e.g. BCAR, FAR, JAR, but the type has not actually been evaluated by the national authority who prepared the code e.g. FAA for FAR, then the DCA reserves the right to consult the appropriate national authority as a part of its design investigation.
- 3.1.3 As a result of its design investigation, the DCA may prescribe Additional Requirements and the Certifying Authority of the country of origin may be asked to certify that compliance with such Additional Requirements has been established.
- 3.1.4 Where, in the opinion of the DCA, an aircraft is of novel or unusual construction Special Conditions may be imposed or certification may be refused. Applicants for Malaysian certification are advised to give early notification to the DCA of any aircraft type in this classification.
- 3.1.5 The requirements of the Appendix 1 to this Notice will be applied to all applications for certification of aeronautical product of United States origin which are imported into Malaysia from the United States. The requirements of the Appendix 3 will be applied to all applications for certification of aeronautical product originated and imported from countries that are full members of JAA. For all other aircraft, the DCA will provide details of the requirements on request. However, applicants should note that in general the requirements of the Appendix 1 will be adopted in principle to meet the circumstances of the particular case. Attention is particularly drawn to the Special Requirements detailed in paragraph 4 of the Appendix 1.
- 3.1.6 The requirement of Appendix 2 to this Notice will be applied to all applications for certification of aeronautical products and parts manufactured in Malaysia.

#### **4. Types For Which A Malaysian Certificate Of Airworthiness Has Previously Been Issued**

When an aircraft type has already been certificated in Malaysia, other series aircraft may be accepted without further design investigation. However, for an aircraft to be accepted as series, it is essential that it, and its equipment, should be demonstrated as being substantially similar to another aircraft of the type or variant thereof accepted for Malaysian certification; significant difference must be identified and may necessitate further design investigation.

#### **5. Administrative Procedures**

- 5.1 Applications for certification will only be considered where there is a likelihood that the aircraft type concerned will be acquired by a Malaysian owner / operator. This will normally require that an application for Malaysian registration of the aircraft concerned is being processed or an approach to the DCA has been made by the prospective Malaysian owner / operator.
- 5.2 Application for registration should be submitted on form JPA-AP1 accompanied by the appropriate fee (refer to Airworthiness Notices No. 9 and No. 66).
- 5.3 Applications for Certificates of Airworthiness should be submitted on form JPA-AP2 accompanied by the appropriate fee (refer to Airworthiness Notice No. 9). Appendix 'A' to form JPA-AP2 must be completed in full to provide details of the installed equipment etc.
- 5.4 Where DCA staff will be required to visit locations outside Malaysia, the applicant will be responsible for associated travel and subsistence costs and an appropriate undertaking in writing must be supplied. An estimate will be supplied on request. In some cases, a deposit against these costs may be required.

#### **6. Cancellation**

This Notice cancels Airworthiness Notice No. 1, Issue 5, dated 1 March 2000, which should be destroyed.

**DIRECTOR GENERAL  
DEPARTMENT OF CIVIL AVIATION  
MALAYSIA**