

**DEPARTMENT OF CIVIL AVIATION
MALAYSIA
AIRWORTHINESS NOTICE**

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Date: 1 April 1997

THE ACCEPTANCE OF AIRCRAFT COMPONENTS FOR AIRCRAFT WITH A CERTIFICATE OF AIRWORTHINESS

1. Purpose

- 1.1 The purpose of this Notice is to provide guidance on the acceptance of aircraft component sources to the person issuing the Certificate of Release to Service (CRS) for installation of the aircraft component such that the responsibilities under the Malaysian Civil Aviation Regulations (MCAR) may be satisfied in a manner acceptable to the DCA
- 1.2 Where the criteria in the Notices referred to in Appendix 2 is at variance with this Notice, then the relevant Notice in Appendix 2 shall be complied with.

2. Introduction

- 2.1 The MCAR prescribes that an aircraft registered in Malaysia being an aircraft in respect of which a Certificate of Airworthiness issued or rendered valid under this Regulations in force, shall not fly unless there is in force a CRS issued in accordance with the MCAR. If the aircraft or any part of the aircraft or such of its equipment as is necessary for the airworthiness of the aircraft has been overhauled, repaired, replaced, modified, maintained, or has been inspected as provided in the Regulation, as the case may be.

NOTE: The MCAR also requires a CRS to be issued for radio and certain specified equipment.

- 2.2 The MCAR further prescribes that a CRS shall certify that the aircraft or any part thereof or its equipment has been overhauled, repaired, replaced, modified or maintained, as the case may be, in a manner and with material of a type approved by the DCA either generally or in relation to a class of aircraft or the particular aircraft and shall identify the overhaul, repair, replacement, modification or maintenance to which the CRS relates and shall include particulars of the work done. In addition, the foregoing requirements also apply to the inspections specified in an Approved Maintenance Schedule and Mandatory Inspections.
- 2.3 It follows therefore that the person issuing the CRS for installation of the aircraft component must be satisfied that the overhaul, repair, modification or inspection was carried out in a manner and with material of a type approved by the DCA. The following paragraphs provide guidance on how this can be established.

3. Definitions

For the purpose of this Notice the following definition applies:

- (a) Aircraft Components are all parts or equipment intended for installation into an aircraft its engines or propellers where such parts or equipment either have a part number or serial number allocated by the aircraft / engine / propeller / equipment manufacturer, unless said manufacturer has designated such parts as a standard part. Standard parts are those parts identified as such by the manufacturer or parts made to a national or international specification (unless the part(s) are the subject of specific Product Approvals, such as TSO Approval).

NOTE: This Notice does not apply to standard parts, although it is recommended that such parts should be accompanied by a statement of conformity.

- (b) The **Certifying Person** is the DCA Approved Organisation authorised in accordance with the organisation's exposition or the appropriately DCA Type Rated Licensed Engineer who issues the CRS for installation of the aircraft component into an aircraft, its engines or propellers.

4. Certifying Person - Responsibility in Respect of Aircraft Components from DCA Recognised Source.

- 4.1 The Certifying Person is entitled to accept aircraft components which have been manufactured, overhauled, repaired, modified or inspected by organisations approved/recognised by the DCA for the purpose or by an organisation acceptable to the DCA and have been released on the correct certification documentation. Appendix 1 specifies DCA Approved/Recognised Organisations.
- 4.1.1 Part-used aircraft components which have been overhauled, repaired, modified or inspected must be accompanied by release documentation pertaining to the life used and the maintenance/build history except where the aircraft component was submitted for overhaul, repair, modification or inspection by the Certifying Person already holding such records.
- 4.2 The Certifying Person must ensure that the aircraft component is to the required design and modification standard for fitment to the aircraft, engine or propeller. This may be determined by reference to the manufacturer's parts catalogue. Care must also be exercised in ensuring compliance with applicable Airworthiness Directives and the status of any life limited parts fitted to the aircraft component.
- 4.3 The Certifying Person is responsible for ensuring that the aircraft component is in a satisfactory condition for fitment and that all required functional and installation checks are carried out to ensure the particular system serviceability or structural integrity.

5. Certifying Person -Responsibilities in Respect of Aircraft Components from Sources other than those specified in Paragraph 4

- 5.1 Extreme caution must be exercised by the Certifying Person before acceptance of aircraft components which have been manufactured, overhauled, modified or inspected by an organisation not specified in Appendix 1.
- 5.1.1 Unless specifically exempt by the DCA in a particular case, such an aircraft component must be dismantled sufficiently to establish satisfactory condition and replacement of all life limited parts thus permitting the issue of a component CRS after all certification requirements have been completed on reassembly by an organisation specified in Appendix 1. Life limited parts do not need to be replaced when satisfactory evidence of life used is available and such parts are in a satisfactory condition.
- 5.1.2 The requirements of sub-paragraphs 4.2 and 4.3 must also be satisfied before the Certifying Person may issue the CRS for installation of the aircraft component.

5.2 Aircraft Component Distributors

Distributors provide an essential service in the supply of aircraft components and whilst the Certifying Person remains responsible for acceptance of the aircraft component, the Distributor can provide good support to the Certifying Person by compliance with paragraph 5.2.1 and providing reasonable access to enable paragraph 5.2.2 to be satisfied.

- 5.2.1 Aircraft component distributors are not approved by the DCA and when acting in the distributor role are not required to possess the necessary technical expertise to establish the status of aircraft components. It follows that Distributors should use Appendix 1 Organisations if they wish Certifying Persons to accept such components with a minimum of investigation. Where a Distributor uses an Appendix 1 source, it is acceptable for Distributor documentation to be endorsed:

'The aircraft components identified above have been obtained from or maintained by a DCA AN 29 Appendix 1 source.'

When the source available to the Distributor is not specified in Appendix 1, then paragraph 5.1 must be complied with.

- 5.2.2 It is necessary for the Certifying Person to establish confidence that the Distributor can demonstrate traceability to an Appendix 1 Organisation. Whilst the Certifying Person may demand Source Certification in all cases to satisfy the MCAR, it is reasonable as an alternative and subject to the approval of the DCA for the Certifying Person to establish a frequent and random sampling system of Source Certification combined with an on-receipt inspection and internal feedback on the in-service performance of aircraft components acquired from Distributors. The DCA in carrying out its audit of the Certifying Person may also require evidence of Source Certification in a particular case.

5.3 Aircraft components obtained from another Operator or Maintenance Organisation

Aircraft components from the above sources qualify for installation in accordance with paragraph 4 without the Approved Certificate or DCA Authorised Release Certificate/Airworthiness Approval Tag (ARC) being available only in the case of a grounded aircraft situation and subject to the aircraft component being accompanied by the source operator or maintenance organisation component serviceable tag. Aircraft components from the above sources which are sold surplus to requirements must be accompanied by the Original Certification Documentation and maintenance records, as appropriate. Where the original Certification Documentation is not available, the maintenance organisation may issue a DCA ARC (if appropriately approved by the DCA) endorsed 'Inspected', but it must be remembered that the organisation issuing this DCA ARC bears full responsibility for ensuring the original organisation was an Appendix 1 Organisation.

6. The DCA is aware that some distributors are using a release form which is almost identical to the DCA ARC, but omitting the reference to the Authority and Authorisation. Such documents are not acceptable alternatives to the DCA ARC.
7. This Notice supersedes Airworthiness Notice No. 11 which should, therefore, no longer be used for the Acceptance of Aeronautical Parts.

NOTE: Any reference to Notice No. 11 throughout the Airworthiness Notices shall now be read as Notice No. 29

8. Cancellation

This Notice cancels Airworthiness Notice No. 29 Issue 1, dated 1 July 1991, which should be destroyed.

DIRECTOR GENERAL
DEPARTMENT OF CIVIL AVIATION
MALAYSIA.