

**DEPARTMENT OF CIVIL AVIATION  
MALAYSIA  
AIRWORTHINESS NOTICE**

<b>No: 14</b>	<b>Issue: 2</b>	<b>Page: 1</b>
---------------	-----------------	----------------

Date: 1 July 1997

**AIRCRAFT ENGINES AND THEIR ASSOCIATED MODULES, AUXILIARY POWER UNITS, PROPELLERS AND RELATED EQUIPMENT OBTAINED FROM SOURCES NOT UNDER THE AIRWORTHINESS CONTROL OF THE DCA**

**1. Introduction**

- 1.1 Where aircraft engines, propellers and related equipment which have been overhauled, repaired or operated by organisations not under the control of the DCA (e.g. Malaysian Armed Forces or foreign organisations) are obtained for use in aircraft for which a Malaysian Certificate of Airworthiness is held or required, some form of acceptance by the DCA is necessary to satisfy the requirements of the Malaysian CMI Aviation Regulations (MCAR).
- 1.2 If the facts set out in paragraphs 2.1 to 2.3 can be established and the appropriate procedures of paragraphs 2.4 to 2.6 completed, the item may be regarded as having been operated, overhauled, repaired or modified in a manner, and with material of a type approved by the DCA Paragraph 3 is appropriate to Pool, Lease, Loan, or Power-by-the-Hour engines.

**2. Items other than Pool, Lease, Loan or Power-by-the-Hour**

- 2.1 The item shall be typed approved under an internationally recognised airworthiness code and the constructor shall, at the time of the original build, have been acceptable for the purpose to the DCI
- 2.2 The build standard shall be acceptable to the DCA i.e.:
- (a) A list of any modifications or repair schemes not approved by the original constructor shall be provided to the DCA, who will determine if any further investigation is necessary.
  - (b) Where military types are similar to a civil equivalent and have been modified to comply with civil requirements, this shall have been done in conjunction with the constructor in each particular case, and with the approval of the DCA.
  - (c) All applicable mandatory modifications and inspections shall have been accomplished.
  - (d) The last overhaul and any subsequent repairs, shall have been undertaken to a specification, and by an organisation or person, acceptable to the DCA. Where an appropriate arrangements exists between the DCA and the responsible authority of a foreign country, overhaul and repair organisations appropriately authorised by the authority will be acceptable o the DCI

NOTE: For particulars of organisation acceptable for overhaul/repair, refer to DCA Airworthiness Division.

- 2.3 It shall be established to the satisfaction of the DCA that there is no reason to suppose that the item may have become unserviceable as a result of operational abuse, inadequate maintenance or unsuitable storage. Log Book alone must not be regarded as sufficient evidence of serviceability because they do not always provide a complete record of defects and works carried out.
- (a) It may be possible to make this judgment from a knowledge of the previous users. Where an appropriate arrangement exists between the DCA and the responsible authority of a foreign country, a statement certifying serviceability issued by an organisation appropriately authorised by the authority will be acceptable. Failing this, reference shall be made to the DCA who will make a decision taking into account such information as may be available from the responsible authority, the constructor and previous operator.

- (b) Where adequate assurance cannot be obtained under the methods of (a), the item shall be dismantled sufficiently (taking into account any recommendations issued by the constructor) to enable a judgment to be reached based on the revealed condition. If necessary, rectification action shall be taken before the item is regarded as complying with this paragraph 2.3

NOTE: It will usually be difficult to establish serviceability of any item which has been used outside the disciplines of aviation regulations (e.g. boats or power stations).

- 2.4 Where an assembly is broken down for use as individual parts, a statement of acceptability, in which the source of supply is indicated, shall be included in the release documents. For example, where an engine has been broken-down into spares, the identity of the engine from which the part was taken should be referred to in the certification on the following lines - "Cylinder removed from Lycoming 0-540 serial No. 12345, checked for serviceability and modification standard, and the following work completed.....". Such a certification can be given by any organisation or person who can sign a statement in accordance with paragraph 4 of this Notice. In addition, the holder of an Aircraft Maintenance Engineer's license endorsed in Category 'C' for the type of engine may certify such spare parts as his license permits him to dismantle, assemble and incorporate in engines.
- 2.5 Civil identification plates shall be fitted, where applicable, and log books or their equivalent, as appropriate, shall be issued. Original or certified true copies of any necessary documents (e.g. modification standard, test results) arising from, construction or previous overhaul shall be provided with the release documents.
- 2.6 A statement of any limitations (e.g. overhaul periods, time used of any retirement or ultimate/scrap lives) shall be provided with the release documents.

### **3. Pool, Lease, Loan, and Power-by-the-Hour engines**

- 3.1 Engines which fall into the categories defined in 3.1 (a) and 3.1(b) are treated under different rules (see 3.2 and 3.3) from those in paragraph 2.

- (a) Pool engines:

Engines interchanged between certain participating airlines on a temporary (get-you-home) basis limited to a maximum of 200 hours.

- (b) Lease, Loan or Power-by-the-Hour engines:

Engines which are supplied to operators under various agreements for long term periods usually from the manufacturer or his agent, but which are not necessarily newly overhauled when supplied.

- 3.2 Pool engines.

The use of pool engines, for the limited purpose and period covered by the definition, is permitted provided:-

- (a) The conditions relating to airworthiness, which must apply for a pooling agreement to be entered into, are laid down in advance by the operator, agreed by the DCA and lodged permanently in some suitable record of procedures.
- (b) The conditions require consideration not only of the local history of the engine but of the source of engine overhaul and repair where this is other than by the pool partner.
- (c) Applicable mandatory directives, instructions and notices are met
- (d) The Malaysian operator obtains from the overseas operator a signed statement certifying the engine is airworthy when released on loan, declaring any restrictions in cycles or hours, etc. relating to inspection, replacement, or overhaul as necessary to maintain the airworthiness of the item during the period of loan.

### 3.3 Lease/Loan/Power-by-the-Hour engines

Where an engine is obtained from the original manufacturer or a DCA approved overhaul organisation for long term or power-by-the-hour lease and has been operated by a foreign operator since the last time the engine was available to the manufacturer/overhauler for an assessment similar to that detailed in paragraph 2.3(b), it will be acceptable for the serviceability of the engine to be confirmed as follows: -

- (a) The manufacturer/overhauler or his authorised representative must issue a certification of serviceability, having been satisfied at least that:
  - (i) The previous operator has declared the engine to be serviceable at the time of removal, or has stated known defects.
  - (ii) Any outstanding defects have been rectified.
  - (iii) All defects which are recorded during the term of the previous lease appear to have been rectified satisfactorily.
  - (iv) The engine's performance is satisfactory(NOTE : This may be by reference to the previous operator's logged data where this is suitable).
- (v) The engine has been stored satisfactorily and has not become deficient since removal from the aircraft due to the removal of any components.
- (vi) The status of all life limited components in the engine is clearly defined.
- (vii) Inspection of the engine by the manufacturer or his authorised representative to a published schedule has been carried out to the extent necessary to confirm and certify that the engine is serviceable at the time of dispatch.
- (viii) All applicable mandatory modifications and inspections have been accomplished.

## 4 Documentary Procedures

### 4.1 General

It is the responsibility of the end user to ensure that adequate certification exists in the records of any item with which this Notice is concerned before the item is released to service on a Malaysian registered aircraft. For the purpose of this Notice, 'adequate certification' is defined as the necessary documentary evidence to demonstrate that the appropriate requirement of this Notice have been satisfied.

### 4.2 Item defined by paragraph 2 of this Notice:

- 4.2.1 For items in this classification have a fully documented history of acceptable manufacturing origin, subsequently used by civil operators and are released as fully overhauled by one of the organisations listed below, the DCA will accept that the requirements of this Notice have been satisfied.

DCA Approved Organisation

Organisation holding a DCA Certificate of Recognition of a National Approval.

FAA Repair Station located in the USA

JAA Approved Organisation originating from UK, France, Germany and Holland.

NOTE:: The organisation must be approved for overhaul of the item by the national civil airworthiness authority concerned and the associated certification must be in accordance with the requirements of that authority.

4.2.2 No other item within the classification of paragraph 2 is eligible for release to service on a Malaysian registered aircraft without the prior agreement of the DCA

4.3 Items defined by paragraph 3 of this Notice:

Malaysian Operators who propose to use items within this classification are required to provide written evidence to the DCA that the necessary procedures and agreements have been made to satisfy the requirements of this Notice.

## **5. Cancellation**

This Notice cancels Airworthiness Notice No 14 issue I dated 1 April, 1987, which should be destroyed.

DIRECTOR GENERAL  
DEPARTMENT OF CIVIL AVIATION  
MALAYSIA.