

CERTIFICATION OF AERONAUTICAL PRODUCTS ORIGINATED AND IMPORTED FROM COUNTRIES THAT ARE FULL MEMBERS OF THE JOINT AVIATION AUTHORITIES (JAA)

1. General

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Malaysia of aeronautical products originated and imported from countries that are full members of the Joint Aviation Authorities (JAA).

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:-

Department of Civil Aviation,
Airworthiness Division
Aras 1, Blok D5,
Pusat Pentadbiran Kerajaan Persekutuan,
62502 Putrajaya, MALAYSIA.

1.3 Malaysia does not issue Type Certificates for imported aircraft.

1.4 Eligibility for the issue of a Malaysian Certificate of Airworthiness is determined by:-

- (a) compliance with the appropriate requirements of paragraph 2, 3 and 4 of this document (but see also paragraph 5 of this document).
- (b) compliance with:
 - (i) Airworthiness Directives issued by DCA (refer to Airworthiness Notices No. 4).
 - (ii) Airworthiness Notices issued by the DCA which are classified as requiring a mandatory action (refer to Airworthiness Notices No, 4).

NOTE: Compliance with the sub-paragraph (b) of this document is not essential before export to Malaysia. However, as it may be difficult to establish conformity in Malaysia, details of any relevant service document and modification status will be helpful to the Malaysian user.

- (c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. Eligibility For Export To Malaysia

2.1 Aeronautical products must comply with the requirements of sub-part L of JAR Part 21 and the requirements of this document.

2.2 In addition, aircraft must be eligible for the issue of a standard airworthiness certificate as prescribed in sub-part H of JAR Part 21 unless otherwise agreed by the DCA.

3. Additional Requirements

3.1 This subject identifies those design requirements additional to the JAR certification basis which must be satisfied for a particular aircraft type to be eligible for Malaysian airworthiness certification.

3.2 Additional Requirements for Malaysian certification are not specified for fixed wing aircraft:

- (a) below a maximum authorised weight of 2730 kg (6000 lbs.)
- (b) below a maximum authorised weight of 5700 kg (12500 lbs.) when certification will not be applied for in the Transport or Aerial Work Categories.

NOTE: Malaysian Civil Aviation Regulation (MCAR) requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

- 3.3 For all aircraft other than those defined in paragraph 3.2 of this document, the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Malaysia. Equipment required to be carried on flights for the purpose of public transport, to satisfy MCAR, will also be specified.
- 3.4 Additional Requirements need not necessarily be complied with before the Export Certificate of Airworthiness is issued. However, if the applicant for certification in Malaysia elects to satisfy any or all of the relevant Additional Requirements before the Certificate is issued, the Certificate must be endorsed in accordance with paragraph 4.4(b) of this document. In such cases the applicant shall notify the DCA to enable details of the Additional Requirements to be provided to the JAA or appropriate designee.

4. Special Requirements

- 4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Malaysian certification or use on Malaysian registered aircraft.

Applicability Code:

- + Required only with first of type and model exported to Malaysia.
- * Required only for aircraft with a maximum authorised weight greater than 5700 kg (12500 lbs).

4.2 All Aircraft

- * (a) STATEMENT OF BUILD STANDARD - This statement must include the aircraft specification, changes in design to satisfy Malaysian Additional Requirements and a list of Service Bulletins incorporated during manufacture.
- (b) Copy of the production flight test report or a statement that no flight test has been completed.
- (c) MODIFICATION STANDARD - This must include:
 - i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.
 - ii) Service Bulletins compliance
- (d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).
- + (e) A copy of the aircraft Type Certificate Data Sheet.
- (f) Details of any alterations which may have been embodied under the Supplemental Type Certificate (STC) or equivalent procedure.

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Malaysian Certificate of Airworthiness is issued.

- (g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Malaysian operator.
- (h) The JAA Approved Flight Manual or Pilots Operating Handbook for the individual aircraft concerned, for approval by the DCA.
- (i) Airframe/engine/propeller/auxiliary power unit log books.
- * (j) Seating configuration approval document, where relevant.
- + (k) Maintenance Review Board document, where relevant.
- + (l) A summary of JAA approved retirement life limitations.
- + (m) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options etc. on the supply of electrical energy to essential services.

- + (n) JAA approved Master Minimum Equipment List, where applicable.
 - (o) Weighing report and associated weight schedule.
 - + (p) Manuals required by the DCA:

	NO. REQUIRED
i) The JAA Approved Flight Manual or Pilots Operating Handbook	2
ii) Operations Manual	1
iii) Weight and Balance/Loading Procedures Manual	1
iv) Aircraft Maintenance Manual	1
v) Engine Maintenance Manual	1
vi) Maintenance Planning Guide including manufacturers recommended component overhaul lives	1
vii) Set of Service Bulletins and Service Letters or equivalent documents	1
- NOTE: A condition of Malaysian certification of the first of a type is the provision of a continuing amendment service for the required manuals.
- (q) Record of compass system and magnetic compass swings.
 - (r) Record of rigging checks.
 - (s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.
 - (t) Detailed list of equipment constituting the navigation and communications installation.
 - * (u) List of Serial Numbers of significant component parts.
 - + (v) Noise Type Certificate.

4.3 Used Aircraft

4.3.1 In addition to the requirements specified in paragraph 4.2 of this document, the following information is required:

- a). The aircraft has been inspected, its condition has been established.
- b). Maintenance program to which these aircraft have previously been maintained and evidence to show the aircraft has been maintained to the maintenance program.
- c). Evidence to show all applicable Airworthiness Directives have been complied with.
- d). Evidence to show both the approval and embodiment of all repair and modification has been approved. The repair and modification must be from an acceptable source such as the original equipment manufacturer and approved by aviation authority of the state of design of the products.
- e). Component overhaul life summary must include details of service life remaining and modification standards.
- f). Component and structure retirement life summary where applicable, including details of service life remaining.
- g). Compliance with structural inspection program. This must include details of any structural-sampling program in which these aircraft have been included, together with details of their position in this program. For aging aircraft the following evidence of compliance is required:
 - 1). Service Bulletins (SBs) requiring structural inspection of specific area at certain intervals.
 - 2). Supplement Structural Inspection Document (SSID)
 - 3). Aging Aircraft Repair and Modification Program.
 - 4). Corrosion Prevention and Control Program (CPCP)

- 5). Repair Assessment program (RAP).
- h). Special attention should be given in the case of helicopters to the condition of,
 - 1). Main gearbox assemblies, and critical rotating components, taking account of previous utilization (e.g. heavy lift operations) and the possibility of repairs to gearbox casings, helical and pinion gears, which may not have been authorized by the manufacturer. When doubt exists, subject gearboxes and critical rotating components should be sufficient bulk stripped to enable a thorough inspection to be undertaken to determine the actual condition.
 - 2). Safety critical components removed from a stored helicopter which are recorded as being installed and flown in other aircraft in operational circumstances which are not clearly defined should be considered as suspect and replaced with serviceable parts of known history.
 - 3). Second hand safety critical components acquired as spares shall also be assessed in accordance with the requirements of this notice.

4.3.2 Before Malaysian Certificate of Airworthiness can be considered the following must be satisfied;

- a). The aircraft will be subjected to a physical condition survey and review of the associated records, to the satisfaction of the DCA.
- b). Approval must be obtained from DCA for the applicant's proposal for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposal with the DCA before arranging import into Malaysia.

4.4 Requirement For Export Certificates Of Airworthiness To Be Issued

- (a) An Export Certificate of Airworthiness is required for any aircraft, engine (including APU), engine module or propeller exported from countries that are full members of the JAA to Malaysia.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty days prior to the date of presentation for Malaysian certification, unless otherwise agreed by the DCA.

- (b) When Additional Requirements have been notified to the JAA in accordance with paragraph 3.4 of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA provided they are so endorsed on the Certificate, as Malaysia is principally concerned with establishing the status of compliance at the time of export from the JAA full member countries.
- (c) The Certificate shall be accompanied by a document furnished by the applicant (e.g. a log book) which contains entries identifying those applicable Airworthiness Directives (ADs) with which compliance has been achieved. This document shall also identify those ADs containing a repetitive compliance requirement and when compliance is next due to be satisfied. All ADs shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

4.5 Appliances - General

- (a) For the purpose of this procedure, "appliance" has the meaning assigned to it in JAR Part 1 and includes associated replacement and modification parts.
- (b) The DCA will accept that an appliance has those characteristics vouched for on a JAA Airworthiness Approval Tag (JAA Form One). The procedures given in the following subparagraphs provide acceptable alternative means of compliance for appliances other than radio:

- i) The appliance has been accepted by the JAA as complying with the Minimum Performance Standards of the applicable Joint Technical Standard Order (JTSO) published in JAR 21 or,
 - ii) In lieu of approval under a JTSO, the appliance has been accepted by the JAA as meeting the applicable JAR's and the terms of the applicant's specifications.
- (c) A JAA Airworthiness Approval Tag must be supplied with all appliances.

4.6 Radio Appliances

The DCA will accept a radio appliance that has been approved by JAA under a JTSO or by the UK CAA under the Aircraft Radio and Associated Equipment Approval.

4.7 Products Other Than Aircraft Or Appliances

- (a) Engines (including APUs), engine modules and propellers:
 - i) Export Certificates of Airworthiness (refer to paragraph 4.4 of this document).
 - ii) Service Bulletin compliance statement.
- (b) Other products, parts, (except Standard parts), or appliances
 - i) JAA Airworthiness Approval Tag.
- (c) Any other part or component (including Standard parts)
 - i) JAA Airworthiness Approval Tag or,
 - ii) A certification by the manufacturer of the product that the product concerned was manufactured under a Production Certificate granted under sub-part G of JAR Part 21, a Joint Parts Approval Authorisations granted under sub-part P of JAR Part 21, or a JTSO authorisation granted under sub-part O of JAR Part 21, as appropriate.

5. Special Conditions

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applicants for Malaysian certification are advised to give early notification to the DCA of any aircraft type in this classification.