CIVIL AVIATION DIRECTIVE – 8102

TYPE CERTIFICATES AND RESTRICTED TYPE CERTIFICATES

CIVIL AVIATION AUTHORITY OF MALAYSIA

ISSUE 01
REVISION 00 – 1ST MAY 2021

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Introduction

In exercise of the powers conferred by section 24O of the Civil Aviation Act 1969 (Act 3), the Chief Executive Officer makes this Civil Aviation Directives (CAD) 8102 – Type Certificate (CAAM Part 21 Subpart B*)*, pursuant to Regulation 21, 23, 25, 189 and 193 of the Malaysian Civil Aviation Regulations (MCAR) 2016.

This CAD provides the procedures and requirement pertaining for the approval of Type Certificate and establishes the rights and obligations of the applicants for, and holders of, those approvals and for any matters in relation thereto.

This Civil Aviation Directive 8102 – Type Certificate (CAAM Part 21 Subpart B*)* is published by the Chief Executive Officer under section 24O of the Civil Aviation Act 1969 [*Act 3*] and come into operation on 1st May 2021.

Non-compliance with this CAD

Any person who contravenes any provision in this CAD commits an offence and shall on conviction be liable to the punishment under section 24O of the Civil Aviation Act 1969 [*Act 3*].

(Captain Chester Voo Chee Soon)
Chief Executive Officer
Civil Aviation Authority of Malaysia

Civil Aviation Directive components and Editorial practices

This Civil Aviation Directive is made up of the following components and are defined as follows:

Standards: Usually preceded by words such as *"shall"* or *"must"*, are any specification for physical characteristics, configuration, performance, personnel or procedure, where uniform application is necessary for the safety or regularity of air navigation and to which Operators must conform. In the event of impossibility of compliance, notification to the CAAM is compulsory.

Recommended Practices: Usually preceded by the words such as "*should"* or "*may*", are any specification for physical characteristics, configuration, performance, personnel or procedure, where the uniform application is desirable in the interest of safety, regularity or efficiency of air navigation, and to which Operators will endeavour to conform.

Appendices: Material grouped separately for convenience but forms part of the Standards and Recommended Practices stipulated by the CAAM.

Definitions: Terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

Notes: Included in the text, where appropriate, Notes give factual information or references bearing on the Standards or Recommended Practices in question but not constituting part of the Standards or Recommended Practices;

It is to be noted that some Standards in this Civil Aviation Directive incorporates, by reference, other specifications having the status of Recommended Practices. In such cases, the text of the Recommended Practice becomes part of the Standard.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in CAD 5. Where CAD 5 permits the use of non-SI alternative units, these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

Throughout this Civil Aviation Directive, the use of the male gender should be understood to include male and female persons

Record of revisions

Revisions to this CAD shall be made by authorised personnel only. After inserting the revision, enter the required data in the revision sheet below. The *'Initials'* has to be signed off by the personnel responsible for the change.

Rev No.	Revision Date	Revision Details	Initials

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1 General

1.1 Citation

1.1.1 These Directives are the Civil Aviation Directives 8102 – *Type* Certificate (CAAM Part 21 Subpart B) [CAD 8102], Issue 01/Revision 00, and comes into operation on 1st May 2021.

1.1.2 This CAD 8102 – *Type* Certificate (CAAM Part 21 Subpart B), issue 01/Revision 00 will remain current until withdrawn or superseded.

1.2 Applicability

1.2.1 This CAD shall be applicable to—

a) an applicant for a Type Certificate or a Restricted Type Certificate; and

b) a holder of a Type Certificate or a Restricted Type Certificate.

1.3 Revocation

1.3.1 This CAD, revokes Notice 8102 - *Type* Certificate (CAAM Part 21 Subpart B), issue 1 dated 19 July 2019.

1.4 Definition

1.4.1 In this CAD, unless the context otherwise requires:

MCAR means Civil Aviation Regulations 2016;

Type Certificate means a certificate issued under regulation 23 of MCAR.

Type Design means set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination.

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2 Demonstration of Capability [21.14]

2.1 Any organisation applying for a type certificate or restricted type certificate shall demonstrate its capability by holding a certificate of approval for design issued under regulation 21 of MCAR.

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3 Application for Issuance of a Type Certificate and Restricted Type Certificate [21.15]

3.1 An applicant shall submit:

a) an application form CAAM/AW/8102-01 to CAAM and accompanied by the prescribed fee;

b) in the case of an aircraft:

1) three-view drawing of that aircraft and preliminary basic data, including the proposed operating characteristics and limitations;

2) it shall include, or be supplemented with, after the initial application, the application for approval of operational suitability data consist of:

i) the minimum syllabus of pilot type rating training, including determination of type rating;
ii) the definition of scope of the aircraft validation source data to support the objective qualification of simulator(s) associated to the pilot type rating training, or provisional data to support their interim qualification;
iii) the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating;
iv) the master minimum equipment list;
v) other type-related operational suitability elements; and
vi) other type-related operational suitability elements.

c) in the case of an engine or propeller, a general arrangement drawing, a description of the design features, the operating characteristics, and the proposed operating limitations.

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4 Airworthiness Code [21.16A]

4.1 The applicant shall select the airworthiness code as specified in Appendix 1 or any later amendment of that code to be established by CAAM including airworthiness code for operational suitability data as standard means to demonstrate compliance of products, parts and appliances with the relevant essential requirements.

4.2 The applicant shall ensure the airworthiness code shall be sufficiently detailed and specific to indicate the conditions under which the Type Certificates will be issued, amended or supplemented.

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5 Special Conditions [21.16B]

5.1 CAAM may impose special conditions if the airworthiness code does not contain adequate or appropriate safety standards for the aeronautical product, because:

a) the aeronautical product has novel or unusual design features relative to the design practices on which the applicable airworthiness codes are based; or

b) experience from other similar aeronautical products in service or products having similar design features, has shown that unsafe conditions may develop; or

c) the intended use of the product is unconventional.

5.2 The special conditions may contain such safety standards as CAAM finds necessary to establish a level of safety equivalent to that established in the applicable airworthiness code.

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6 Type Certification Basis [21.17A]

6.1 CAAM may notify type certificate basis for the issuance of a type certificate or restricted type certificate to the applicant which consist of:

a) the airworthiness codes established by CAAM that are effective on the date of application for that certificate unless:

1) otherwise specified by CAAM; or

2) compliance with airworthiness codes of later effective amendments is chosen by the applicant or required under paragraph 6.3 and 6.4 of this CAD;

b) any special condition as imposed by CAAM.

6.2 An application for a Type Certificate (other than large aircraft and large rotorcraft) shall be valid for a period of three (3) years from the date of an application for a Type Certificate.

6.3 Notwithstanding paragraph 6.2 of this CAD, the applicant may apply to CAAM in writing for an extension of the period referred to under paragraph 6.2 of this CAD and CAAM may have the discretion whether or not to extend the period if CAAM is satisfied that the aeronautical product requires a longer period of time for its design, development and testing.

6.4 Where CAAM extends the period under paragraph 6.3 of this CAD, the applicant shall comply with terms and conditions as may be determined by CAAM.

6.5 If a Type Certificate is not issued within the period referred to under paragraph 6.2 of this CAD or within the extension period agreed by CAAM under paragraph 6.3 of this CAD, the applicant may make a new application for a Type Certificate and comply with requirements of an application for a Type Certificate in this CAD.

6.6 If an applicant chooses to comply with an amendment to the airworthiness codes that is effective after the application for a type certificate, the applicant shall also comply with any other airworthiness codes that CAAM finds is directly related.

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7 Operational Suitability Data Certification Basis [21.17B]

7.1 CAAM shall notify to the applicant the operational suitability data certification basis as stated in Appendix 1 of this CAD. It shall consist of:

a) the applicable airworthiness codes for operational suitability data issued in accordance with paragraph 4.0 of this CAD that are effective on the date of application, unless:

1) CAAM accepts other means to demonstrate compliance with the relevant requirements in this CAD; or

2) compliance with airworthiness codes of later effective amendments is chosen by the applicant.

b) any special condition as imposed by CAAM.

7.2 If an applicant chooses to comply with an amendment to the airworthiness codes that is effective after the application for a type certificate, the applicant shall also comply with any other airworthiness codes that CAAM finds is directly related.

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8 Designation of Applicable Environmental Protection Requirements [21.18]

8.1 An applicant for a Type Certificate shall comply with the requirements for environmental protection as stated in Appendix 1 of this CAD.

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9 Changes Requiring A New Type Certificate [21.19]

9.1 A holder of a Type Certificate shall apply for a new Type Certificate if the holder intends to change the design, power, thrust or mass of the aeronautical product where CAAM determines that the change is so extensive which requires complete investigation of compliance with the applicable type certification basis.

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10 Demonstration of Compliance [21.20]

10.1 The applicant for a type certificate or a restricted type certificate shall demonstrate compliance with requirements as specified in Appendix 1 and shall provide CAAM with the means by which such compliance has been demonstrated.

10.2 The applicant shall provide CAAM with a certification programme detailing, the means of demonstrating compliance (test, analysis or inspection/evaluation) and the levels of involvement (applicant and CAAM) are specified for each item of the certification basis. The applicant is responsible for demonstrating compliance through the agreed means, while the CAAM is responsible for making a finding of compliance on the means demonstrated. Both demonstration and finding of compliance should be recorded against each item in the plan, as evidence of a successful completion. The implementation of the plan is the joint responsibility of the applicant and the CAAM, however, the applicant is responsible for meeting the established milestones in the certification schedule contained in the certification programme. The applicant shall update the certification programme as necessary during the certification process.

10.3 The applicant shall record justification of compliance within compliance documents according to the certification programme established under paragraph 10.2 of this CAD.

10.4 The applicant shall declare that it has demonstrated compliance with the applicable airworthiness code and environmental protection requirements as specified in Appendix 1 , according to the certification programme under paragraph 10.2 of this CAD.

10.5 Where the applicant holds an appropriate design organisation approval, the declaration of demonstration of compliance shall be made according to the provisions of CAD 8401.

10.6 The demonstration of compliance requires that the applicant submits substantiating data (design data, reports, analyses, drawings, processes, material specifications, operations limitations, aircraft flight manuals and instructions for continued airworthiness). The data should be complete and in a logical format for review by the CAAM. Where the demonstration of compliance involves a test, a test plan should be developed and approved prior to any actual test being performed. The test plan should show which certification tests are witnessed by CAAM personnel or by an CAAM delegate, when authorised.

10.7 The applicant should give CAAM access to the aircraft, engine or propeller in order to make any inspections, engineering assessment or witness any flight or ground test that is necessary to determine compliance with the certification item. However, the applicant should perform his or her own inspection and test necessary to demonstrate compliance prior to presenting the aircraft, engine or propeller to the CAAM for testing or evaluation.

10.8 If the applicant elects to comply with optional certification items or later amendments of the airworthiness codes for the purpose of obtaining credit in the certification basis, the demonstration of compliance for both cases is mandatory and is not subject to any exemption.

10.9 Where a demonstration of compliance is to be made using finding of equivalent level of safety (FES), the applicant should provide sufficient justification to the CAAM that describes the design feature, action taken (i.e. compensating factor), and how such an action provides an equivalent level of safety to that intended by the regulation.

11 Inspection and Tests [21.33]

11.1 The applicant shall perform all inspections and tests to demonstrate compliance with the applicable type certification basis and environmental protection requirements.

11.2 Before conducting each inspection and test, the applicant shall ensure:

a) in the case of the test specimen:

1) that materials and processes adequately conform to the specifications for the proposed type design;

2) that parts of the products adequately conform to the drawings in the proposed type design;

3) that the manufacturing processes, construction and assembly adequately conform to those specified in the proposed type design; and

b) that the test equipment and measuring equipment used for inspections and tests are adequate for the inspection and test and are appropriately calibrated.

11.3 The applicant shall allow CAAM to make any safety regulatory oversight under section 24Q of Act 3 to determine compliance with paragraph 11.2 of this CAD.

11.4 The applicant shall allow CAAM to review any report and make any inspection and to perform or witness any flight and ground test necessary to check the validity of the declaration of compliance submitted by the applicant under paragraph 10.4 of this CAD and to determine that no feature or characteristic makes the product unsafe for the uses for which certification is requested.

11.5 For tests performed or witnessed by CAAM under paragraph 11.4 of this CAD:

a) the applicant shall submit to CAAM a statement of compliance with paragraph 11.2 of this CAD; and

b) no change relating to the test that would affect the statement of compliance may be made to a product between the time compliance with paragraph 11.2 of this CAD is shown and the time it is presented to CAAM for test.

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12 Flight Tests [21.35]

12.1 For purposes of an issuance of a Type Certificate or Restricted Type Certificate, the applicant shall conduct flight test in accordance with such conditions as may be determined by CAAM.

12.2 The applicant shall make all flight tests that CAAM finds necessary:

a) to determine compliance with the applicable type certification basis and environmental protection requirements; and

b) to determine whether there is reasonable assurance that the aircraft, its parts and appliances are reliable and function properly for aircraft to be certificated under this CAD.

12.3 In the case of flight tests for aircraft, the applicant shall:

a) for aircraft incorporating turbine engines of a type not previously used in a type certificated aircraft, conduct flight test at least 300 hours of operation with a full complement of engines that conform to a type certificate; and

b) for all other aircraft, conduct flight test at least 150 hours of operation.

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13 Issuance of a Type Certificate or Restricted Type Certificate [21.21] [21.23]

13.1 CAAM may issue a Type Certificate if CAAM is satisfied that the applicant has fulfilled requirements as follows:

a) demonstrating its capability in accordance with paragraph 2 of this CAD;

b) requirements as specified in this CAD;

c) it is shown that:

1) the product to be certificated meets the applicable airworthiness codes and environmental protection requirements designated in accordance with paragraph 6 and 8 of this CAD;

2) any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety;

3) no feature or characteristic makes the aeronautical product it unsafe for the uses for which certification is requested.

4) the applicant has expressly stated that it is prepared to comply with paragraph 16 of this CAD.

d) in the case of an application for an aircraft Type Certificate:

1) the engine or propeller, or both, if installed on the aircraft, have a type certificate issued or determined in accordance with this CAD.

2) the applicant has demonstrated that the operational suitability data meets the applicable operational suitability data certification basis.

13.2 Notwithstanding paragraph 13.1, CAAM may issue an aircraft Type Certificate without compliance to paragraph 13.1(d)(ii) if the applicant has demonstrated compliance with the operational suitability data certification basis before the operational suitability data must actually be used.

13.3 For an aircraft that does not meet the provisions in paragraph 13.1(c), the applicant shall be entitled to have a Restricted Type Certificate issued by CAAM after:

a) complying with the appropriate airworthiness code established by CAAM ensuring adequate safety with regard to the intended use of the aircraft, and with the applicable environmental protection requirements;

b) expressly stating that it is prepared to comply with paragraph 16 of this CAD.

c) in the case of an aircraft restricted type-certificate, it is demonstrated that the operational suitability data meets the applicable operational suitability data certification basis designated in accordance with paragraph 7 of this CAD.

13.4 Notwithstanding paragraph 13.3(b), and at the request of the applicant included in the declaration referred to paragraph 10.5, a Restricted Type Certificate may be issued before compliance with the applicable operational suitability data certification basis has been demonstrated, subject to the applicant demonstrating compliance with the operational suitability data certification basis before the operational suitability data must actually be used.

13.5 In the case of an application for an aircraft Restricted Type Certificate, the engine or propeller installed in the aircraft, or both, shall:

a) have a type certificate issued or determined in accordance with this CAD.

b) Have been shown to be in compliance with the airworthiness code necessary to ensure safe flight of the aircraft.

14 Type Certificate and Restricted Type Certificate [21.41]

14.1 The Type Certificate and Restricted Type Certificate issued by CAAM may include the type design as referred in paragraph 15 of this CAD, the operating limitations, the type certificate data sheet for airworthiness and emissions, the applicable type certification basis and environmental protection requirements and any other conditions or limitations prescribed for the product in the applicable type certification basis and environmental protection requirements.

14.2 The aircraft Type Certificate and Restricted Type Certificate, in addition, may include the applicable operational suitability data certification basis, the operational suitability data and the type certificate data sheet for noise.

14.3 The engine type certificate data sheet in addition, may include the record of emission compliance.

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15 Type Design [21.31]

15.1 The type design shall consist of:

a) the drawings and specifications, a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the applicable type certification basis and environmental protection requirements;

b) information on materials and processes and on methods of manufacture and assembly of the aeronautical product necessary to ensure the conformity of the aeronautical product;

c) an approved airworthiness limitations section of the instructions for continued airworthiness as defined by the applicable airworthiness codes; and

d) any other data necessary to allow by comparison, the determination of the airworthiness, the characteristics of noise, fuel venting, and exhaust emissions (where applicable) of later products of the same type.

15.2 Each type design may be adequately identified.

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16 Obligations of The Holder [21.44]

16.1 A holder of a Type Certificate shall:

a) undertake the obligations to:

1) have a system for collecting, investigating and analysing reports and information related to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the aeronautical product;

2) propose the appropriate corrective action or required inspections for Airworthiness Directive issued following an unsafe condition in the aeronautical product as determined by CAAM; and

3) coordinate with the holder of a certificate of approval under regulation 21 of the MCAR as necessary to ensure the satisfactory coordination of design and production including the proper support of the continued airworthiness of the aeronautical product.

b) comply with the requirements as specified in this CAD;

c) comply with such terms and conditions attached to the Type Certificate as may be specified by CAAM;

d) specify the marking in accordance with CAD 8206.

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17 Duration and Continued Validity [21.51]

17.1 A type certificate shall be issued for an unlimited duration. They shall remain valid subject to:

a) the holder remaining in compliance with this CAD; and

b) the certificate not being surrendered or revoked under the applicable administrative procedures established by CAAM.

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18 Record-Keeping [21.55]

18.1 A holder of a Type Certificate shall keep the records of all relevant design information, drawings and test reports, including inspection records for the product tested, and shall be held by the type certificate holder at the disposal of CAAM and shall be retained in order to provide the information necessary to ensure the continued airworthiness, continued validity of the operational suitability data and compliance with applicable environmental protection requirements of the product.

18.2 The record-keeping should consist of at least the following and shall be made available to CAAM:

a) the drawings and specifications, and a listing of those drawings and specifications necessary to define the configuration and design features of the modification as it was shown to comply with the requirements applicable to the aeronautical product;

b) reports on analysis and tests undertaken to substantiate compliance with the applicable requirements;

c) information, materials and processes used in the construction of the modification of the aircraft, engine or propeller;

d) an approved aircraft flight manual supplement or its equivalent (type-related document), including revisions to the master minimum equipment list and configuration deviation list, if applicable;

e) an approved MRB report, maintenance programme or equivalent document, and aircraft maintenance manual with details of revisions to the manufacturer's recommended and CAAM accepted scheduled maintenance plan and procedures guidelines; and

f) any other data necessary to allow, by comparison, the determination of airworthiness and noise characteristics (where applicable) of modified aeronautical products of the same type.

18.3 The records are permanent and shall not be destroyed without written permission from CAAM as long as an aircraft, engine or propeller remains in service.

18.4 Data maintained by the type certificate holder must be made available to the CAAM for such routine activities as production inspection, surveillance, design change reviews, development of corrective actions, or for any other reasons deemed necessary by the CAAM.

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19 Manuals [21.57]

19.1 A holder of a Type Certificate shall produce, maintain, keep and update all manuals in relation to Type Certificate.

19.2 A holder of a Type Certificate shall within a reasonable time after being requested by CAAM to provide copies of the manuals.

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20 Instructions for Continued Airworthiness [21.61]

20.1 A holder of a Type Certificate shall furnish to CAAM at least one set of complete instructions for continued airworthiness, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable type certification basis, to each known owner of one or more aircraft, engine or propeller upon its delivery or upon issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later and make those instructions available on request to any other person required to comply with any of the terms of those instructions. The availability of some manual or portion of the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight-hours/cycles.

20.2 In the case of changes to the instructions for continued airworthiness, a holder of a Type Certificate shall make it available to CAAM, all known operators of the product and on request, to any person required to comply with any of those instructions.

20.3 The instructions for continued airworthiness may include sections on airworthiness limitations, certification maintenance requirement, maintenance instructions, engine and, if applicable, propeller maintenance, component maintenance, system wiring diagrams, and non-destructive test and inspection.

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21 Availability of Operational Suitability Data [21.62]

21.1 A holder of a Type Certificate shall make available to all known operators of the aircraft:

a) at least one set of complete operational suitability data prepared in accordance with the applicable operational suitability certification basis, before the operational suitability data must be used by a training organisation or an operator; and

b) any changes to the operational suitability data.

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22 Certification Maintenance Requirements and Airworthiness Limitations

22.1 A holder of a Type Certificate shall ensure that information is provided for use in developing procedures for maintaining the aircraft in an airworthy condition. It requires that mandatory maintenance requirements that have been specified by the Authority as part of the approval of the type design should be identified as such.

22.2 Where the maintenance tasks result from a system safety analysis, they are usually known as certification maintenance requirements (CMR). A CMR is a required periodic task, established during the design certification of the aircraft as an operating limitation of the type certificate.

22.3 It should be noted that some CMR require the performance of certain flight crew procedures. When included in a CMR, these procedures are mandatory and should be shown as such in the aircraft flight manual or equivalent document. It is likely that future design developments will limit the use of CMR to maintenance tasks.

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23 Record-keeping [21.55]

23.1 The type design data are contained in records, reports, drawings and other documents that describe collectively the exact configuration of the type design when it was approved. The type design data must be maintained by the type certificate holder.

23.2 The record-keeping should consist of at least the following and shall be made available to CAAM:

a) the drawings and specifications, and a listing of those drawings and specifications necessary to define the configuration and design features of the modification as it was shown to comply with the requirements applicable to the aeronautical product;

b) reports on analysis and tests undertaken to substantiate compliance with the applicable requirements;

c) information, materials and processes used in the construction of the modification of the aircraft, engine or propeller;

d) an approved aircraft flight manual supplement or its equivalent (type-related document), including revisions to the master minimum equipment list and configuration deviation list, if applicable;

e) an approved MRB report, maintenance programme or equivalent document, and aircraft maintenance manual with details of revisions to the manufacturer's recommended and CAAM accepted scheduled maintenance plan and procedures guidelines; and

f) any other data necessary to allow, by comparison, the determination of airworthiness and noise characteristics (where applicable) of modified aeronautical products of the same type.

23.3 The modification records are permanent and shall not be destroyed without written permission from CAAM as long as an aircraft, engine or propeller remains in service.

23.4 Data maintained by the type certificate holder must be made available to the CAAM for such routine activities as production inspection, surveillance, design change reviews, development of corrective actions, or for any other reasons deemed necessary by the CAAM.

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24 Transferability [21.47]

24.1 Transfer of a Type Certificate or Restricted Type Certificate may only be made to a person that is able to undertake the obligations under paragraph 16 of this CAD, and, for this purpose, has demonstrated its ability to qualify under the criteria of paragraph 2 of this CAD.

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25 Appendices

25.1 Appendix 1

1.0 AIRWORTHINESS CODES

1.1 EASA CERTIFICATION SPECIFICATIONS (CS)

a) CS-23 Normal, Utility, Acrobatic and Commuter Aircrafts;
b) CS-E Engines;
c) CS-P Propellers; or

1.2 FAR

a) Part 23 Airworthiness Standards: Normal Category Airplanes; or

1.3 JOINT AVIATION AUTHORITIES (JAA)

a) JAR-VLA Very Light Aircrafts; and

1.4 Other airworthiness design requirements that provide equivalent level of safety to the airworthiness codes specified in paragraph 1.1, 1.2 and 1.3 above.

Note.- New applications received after effectivity of this Notice shall complied with EASA CS as stated above.

2.0 ENVIRONMENTAL PROTECTION

2.1 CAD 16 Vol I, II and III – Environmental Protection

3.0 OPERATIONAL SUITABILITY DATA (OSD)

a) CS-MMEL Master Minimum Equipment List;

b) CS-GEN-MMEL Generic Master Minimum Equipment List;

c) CS-FCD Flight Crew Data;

d) CS-SIMD Simulator Data;

e) CS-MCSD Maintenance Certifying Staff Data; and

4.0 Any other airworthiness requirements as may be specified by the Authority.

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