

A stylized paper airplane icon in shades of blue and grey is positioned on a dashed grey line that represents a flight path. The path starts from the left, curves upwards, then downwards, and finally upwards again towards the right. The background features large, light grey abstract shapes that resemble the map of Malaysia.

CIVIL AVIATION DIRECTIVE – 1802

VALIDATION OF FOREIGN AIRCRAFT MAINTENANCE LICENCE

CIVIL AVIATION AUTHORITY OF MALAYSIA

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Introduction

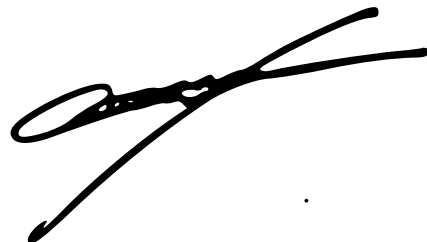
In exercise of the powers conferred by section 24O of the Civil Aviation Act 1969 [Act 3], the Chief Executive Officer makes this Civil Aviation Directive (CAD) 1802 – Validation of Foreign Aircraft Maintenance Licence, pursuant to Regulation 35, 189 and 193 of the Malaysian Civil Aviation Regulations (MCAR) 2016.

This CAD provides the procedures and requirements pertaining to the validation of foreign aircraft maintenance licence and for any matters connected therewith.

This Civil Aviation Directive 1802 – Validation of Foreign Aircraft Maintenance Licence is published by the Chief Executive Officer under section 24O of the Civil Aviation Act 1969 [Act 3] and comes 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(2) of the Civil Aviation Act 1969 [Act 3] and under Malaysian Civil Aviation Regulation 2016.



(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.

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



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1 Citation

- 1.1 This Directive is the Civil Aviation Directive 1802 – Validation of Foreign Aircraft Maintenance Licence [CAD 1802], Issue 01/Revision 00, and comes into operation on 1st May 2021.
- 1.2 This CAD 1802 – Validation of Foreign Aircraft Maintenance Licence, Issue 01/Revision 00 will remain current until withdrawn or superseded.

2 Applicability

- 2.1 This CAD shall apply to:
- a) An applicant for a certificate who is a holder of a Foreign Aircraft Maintenance Licence (FAML); and
 - b) a holder of a certificate.

3 Revocation

- 3.1 This CAD, revokes Airworthiness Notice 1102 – Validation of Foreign Aircraft Maintenance Licence issue 1, dated 18 April 2019.

4 Definitions

- 4.1 In this CAD, unless the context otherwise requires:

AMO means approved maintenance organisation which holds a valid certificate of approval granted under regulation 31(1)(b) or regulation 32 of the MCAR.

Certificate means a certificate to validate FAML issued by CAAM under subregulation 35 (6) of the MCAR.

Contracting State means any State which is a party to the Chicago Convention;

FAML means a foreign aircraft maintenance licence issued by any/another Contracting State in accordance with ICAO Annex 1

MCAR means Civil Aviation Regulations 2016

MTO means approved maintenance training organisation which holds a valid certificate of approval granted under regulation 31(1)(c) or 32(1) of the MCAR.

Practical Assessor means an appropriately qualified person in MTO or AMO, to conduct the practical assessments in determining the level of practical knowledge or skill whether the trainee is competent.

5 Eligibility

5.1 An applicant for a certificate shall:

- a) not be less than 21 years of age;
- b) holds a valid FAML where the validity period shall be not less than six (6) months on the date of the application for a certificate is made to CAAM;
- c) has the aircraft type endorsed in the FAML; and
- d) has at least three years of experience in exercising privileges of FAML

6 Application for Certificate

6.1 General

- a) Each application shall be supported by documentation to demonstrate compliance with the applicable requirements at the time of application.
- b) CAAM will issue, or re-issue a certificate upon being satisfied that the applicant is a fit person to hold a certificate and has furnished the evidences and passed the examinations and tests as may be required of him, for the purpose of establishing that the applicant has sufficient knowledge, experience, competence and skill in aircraft maintenance.

6.2 An applicant for issuance of a certificate shall:

- a) Submit an application which is acceptable in content and presentation as per form CAAM/AW/1802-01 accompanied by the prescribed fee together with the following documentation
 - 1) certified true copy of valid FAML;
 - 2) evidence of passing CAAM Part 66 Module 10 examination;
 - 3) evidence of assessment of CAAM Part-66 Module 10 certified by a practical assessor;
 - 4) evidence of competency in English language;
 - 5) evidence of exercising certification privileges of the foreign aircraft maintenance licence at least 3 years; and
 - 6) evidence of need and acceptable justification to hold the certificate by the person specified in paragraph 6.4 of this CAD.

6.3 Application for reissuance of certificate

Submit an application which is acceptable in content and presentation as per form CAAM/AW/1802-01 accompanied by the prescribed fee, together with the following documentation

- a) certified true copy of valid FAML; and

- b) evidence of need and acceptable justification to hold the certificate by the person specified in paragraph 6.4 of this CAD.

6.4 An application under paragraph 6.2 and 6.3 of this CAD shall be made by:

- a) an approved maintenance organisation; or
- b) a person responsible for the maintenance of an aircraft.

7 Issuance of a Certificate

7.1 CAAM may issue a certificate if CAAM is satisfied that the applicant has fulfilled all applicable requirements under this CAD.

8 Validity Period

8.1 The certificate shall be valid for a period not exceeding one year or same as to the validity period of the FAML, whichever is earlier.

8.2 The certificate is valid if the holder of a certificate is engaged by a person under paragraph 6.4 of this CAD.

9 Additional Requirements

9.1 A holder of a certificate shall not issue maintenance release if the certificate is suspended or revoked by CAAM.

9.2 The categories and type ratings granted in the certificate will not exceed the categories and type ratings, including limitation of the FAML.

9.3 A holder of a certificate shall carry the certificate with the FAML and have to be present when requested by CAAM.



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