



CIVIL AVIATION GUIDANCE MATERIAL – 6005

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# FOREIGN AIR OPERATOR CERTIFICATE

FAOC

CIVIL AVIATION AUTHORITY OF MALAYSIA

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## Introduction

This Civil Aviation Guidance Material 6005 – Foreign Air Operator Certificate (CAGM 6005 – FAOC) is issued by the Civil Aviation Authority of Malaysia (CAAM) to provide guidance for on the application of a Foreign Air Operator Certificate, pursuant to paragraph 3.2 and 4.2.2.2 of the Civil Aviation Directives 6 Part 1 – Commercial Air Transport (CAD 6 Part 1 – CAT) and paragraph 1.6 of the Civil Aviation Directives 6 Part 3 – Helicopter Operations (CAD 6 Part 3 – HELI).

Organisations may use these guidelines to demonstrate compliance with the provisions of the relevant CAD's issued. Notwithstanding Regulation 204 and Regulation 205 of the Malaysian Civil Aviation Regulations 2016 (MCAIR 2016), when the CAGMs issued by the CAAM are used, the related requirements of the CAD's are considered as met, and further demonstration may not be required.



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

## Civil Aviation Guidance Material Components and Editorial practices

This Civil Aviation Guidance Material 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.

**Tables and Figures:** These add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

**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;

**Attachments:** Material supplementary to the Standards and Recommended Practices or included as a guide to their application.

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 Guidance Material, the use of the male gender should be understood to include male and female persons





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## Summary of Changes

ISS/REV no.	Item no.	Revision Details
ISS01/REV01	Para 3.2.1 (a)	Revision on the FAOC variation application from fourteen to thirty days
	Para 3.5	Addition of lapse of certification



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# **1 General**

## **1.1 Applicability**

- 1.1.1 This CAGM applies to any commercial air transport operator whose Air Operator Certificate (AOC) is issued and controlled by the Civil Aviation Authority (CAA) of an ICAO Contracting State other than Malaysia which intends to operate into and out of Malaysia.
- 1.1.2 Adherence to the guidance herein provided will enable CAAM personnel to perform foreign air operator validation and surveillance in a uniform manner.

## **1.2 Purpose**

- 1.2.1 This CAGM provides guidance to foreign commercial air transport operators for the application and renewal of a Foreign Air Operator Certificate.

## **1.3 Background**

- 1.3.1 The responsibility for safety oversight of an aircraft operator lies primarily with the State of the Operator. As a Contracting State to the Convention on International Civil Aviation (Chicago Convention), Malaysia is required to recognise as valid certificates such as the AOC issued by another Contracting State acting as State of the Operator, provided that the requirements under which the certificate is issued is at least equal to the applicable Standards specified in International Civil Aviation Organisation (ICAO) Annex 6.
- 1.3.2 Annex 6 Part 1 paragraph 4.2.2.2 and Part III, Section II paragraph 2.2.2.2 require Contracting States to establish a programme with procedures for the surveillance of operations in its territory by foreign air operators and for taking appropriate action when necessary to preserve safety.
- 1.3.3 In accordance with ICAO Doc 8335, a State should develop procedures for the safety oversight of foreign air operators and for the authorisation or approval of such operators to operate within its territory in a manner consistent with the State's national regulatory requirements. As a minimum, a State should review the foreign air operator's safety and relevant documentation. The review should also be supplemented by safety-related information, if available, through ICAO or through other safety programmes such as ramp inspection programmes established by the State.



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## **2 Validation and Surveillance of FAOC**

### **2.1 Process**

2.1.1 The validation and surveillance of the FAOC aims to provide greater clarity and transparency on the safety oversight of foreign commercial air transport operators. It comprises of the following two processes:

- a) Grant and Renewal of FAOC
- b) Continuing Surveillance

### **2.2 Grant and Renewal of FAOC**

2.2.1 This is a safety assessment and validation of foreign commercial air transport operators prior to commencement of operations into Malaysia.

### **2.3 Continuing Surveillance**

2.3.1 This comprises of a safety assessment of commercial air transport operators operating in Malaysia as and when there is new information that may affect the operations and airworthiness of aircraft and inspection of the aircraft when it is in Malaysia.

2.3.2 Foreign commercial air transport operators shall also comply with Regulation 114 and 148 of the MCAR 2016, and the relevant paragraphs in Civil Aviation Directives (CADs), namely CAD 1, CAD 6 Part 1 and CAD 6 Part 3. These CADs are available in the CAAM website.



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## 3 Application Process

### 3.1 Application for issuance of a FAOC

#### 3.1.1 Application submission requirement:

- a) An initial application for FAOC is required to submit an application **ninety (90) days** prior to the intended starting date of operation;
- b) Renewal application for FAOC is required to submit an application **thirty (30) days** prior to the expiry date of the FAOC.

3.1.2 For the initial application for FAOC, the applicant is required to comply with the guidelines stated in this CAGM and on the guidance stated on the application form CAAM/BOP/FAOC/1.

### 3.2 Application for the variation of a FAOC

#### 3.2.1 A holder of Certificate of Validation requiring amendment or variation:

- a) Submit an application within **thirty (30) days** from the date of the amendment or variation;
- b) Submit the approval from the relevant state of operator Civil Aviation Authority pertaining to the proposed amendment or variation.

### 3.3 Malaysian Foreign Air Operator Application Form

3.3.1 The Application form for Malaysian Foreign Air Operator Application (Form CAAM/BOP/FAOC/1) can be found in Appendix 1 of this CAGM. This form can also be obtained from CAAM official website [www.caam.gov.my](http://www.caam.gov.my)

3.3.2 The application form can be used to apply for the initial issue, renewal or variation or combination of renewal and variation (please tick where appropriate in the application form).

3.3.3 The applicant may appoint an agent to complete the application and communicate with CAAM all matters necessary. CAAM will require evidence of the agent's authorisation (i.e Power of Attorney or a Letter of Authorisation). With such an appointment, CAAM will convey any information or make any request through the agent and may consider it as the primary communication channel.

3.3.4 The application form must be submitted to CAAM by email or link. The applicant can complete this application form electronically; however, CAAM will not accept an application without a signature. The application will need to be printed, signed and can be submitted to the below communication channels:

Email: [ops.faoc@caam.gov.my](mailto:ops.faoc@caam.gov.my)

[ops.faoc.group@caam.gov.my](http://ops.faoc.group@caam.gov.my)

- 3.3.5 All foreign approvals, authorisations, certificates, licenses and accompanying documents must be current at the time of application and must be submitted in or translated into the English language.
- 3.3.6 Below is the list of documents required for the FAOC application. CAAM may request other documents, in addition to those below, at any time during the validation process:
- a) Malaysian Foreign Air Operator Application Form – CAAM/BOP/FAOC/1;
  - b) Malaysian Foreign Air Operator Application Form CAAM/BOP/FAOC/1 Part D – Aircraft and Airport (for each aircraft type);
  - c) Air Operator Certificate and Operations Specification, or the equivalent documents issued by the Civil Aviation Authority including the aircraft type, areas/region of operations and operational authorisations;
  - d) A copy of the proposed schedule;
  - e) Certificate of Business Registration and/or Certificate of Incorporation, or the equivalent document if conducting the initial operation into Malaysia;
  - f) Letter of authorisation (if an agent is appointed to handle the application);
  - g) Details of any accidents/serious incidents, and the activities resulting from any investigations;
  - h) A copy of noise certificate (or equivalent evidence of compliance with Annex 16) for at least one of each aircraft types;
  - i) A copy of Certificate of Registration and Certificate of Airworthiness of at least one of each aircraft types;
  - j) A copy of the Continuing Airworthiness Management Organisation (CAMO) certificate and its Term of Approval
  - k) A copy of Approved Maintenance Organisation (AMO) certificates and its Term of Approval;
  - l) Certificates of Insurance for Carriers' Liability Insurance (Declaration);
  - m) A copy of the lease agreement for aircraft operated under a wet/damp lease arrangement;
  - n) FAOC Compliance Matrix (Form CAAM/BOP/FAOC/2) (for initial application) and all required documents/manual/reference listed in the matrix.
  - o) List of aircraft type(s) and registration using Form CAAM/BOP/FAOC/3.
- 3.3.7 Application for certificate of validation of FAOC is required to be submitted together with fees as required by Civil Aviation (Fees and Charges) Regulation 2016.



### **3.4 Guidelines on how to fill in the application form**

#### **3.4.1 Part A – Application Details**

3.4.1.1 The application form can be used to apply for the first issue of a CAAM Foreign Air Operator Certificate FAOC (initial issue), to vary the current approval (variation) or to apply for a subsequent issue when the expiry of the AOC is approaching (subsequent issue). Where the applicant is applying for a subsequent issue and a variation at the same time, both boxes should be ticked and a description of the variation provided (e.g. adding new aircraft type).

3.4.1.2 The name of the applicant given in this part will be the name that will appear on the certificate.

3.4.1.3 The telephone and fax numbers provided should include the appropriate international calling codes and the addresses provided should include the country.

3.4.1.4 You may appoint an agent to complete the application on your behalf and to negotiate with CAAM in relation to all matters necessary to complete the application. If you wish to authorise an agent, CAAM requires evidence of the agent's authorisation (i.e. Power of Attorney or a Letter of Authorisation). CAAM may deal with the nominated agent in ALL matters relating to the AOC application. This means that you will be taken to have received any communications about your application sent to the agent as if they were sent to you personally.

#### **3.4.2 Part B – Personnel Contact Details**

3.4.2.1 CAAM requires the name and contact information for the applicant's key personnel and the name and contact details for the applicant's Malaysian representatives. If the position titles of the applicant's personnel vary from those described in this part, the applicant should list the position titles used in its organisation.

3.4.2.2 A foreign operator is not required to provide CAAM with specific drug and alcohol procedures. However, the applicant is required to notify CAAM of the name, title and contact details, including emergency contact details, of a senior person in the applicant's organisation with whom CAAM may liaise in relation to the applicant's personnel who may be drug or alcohol tested.

#### **3.4.3 Part C – Regulatory Authority**

3.4.3.1 CAAM will use the information provided in this application form to confirm that the regulatory systems of the Civil Aviation Authority (CAA) that issued your Air Operator Certificate and Ops Spec, and your aircraft's Certificates of Registration and Certificates of Airworthiness meets the minimum standards established by ICAO.

- 3.4.3.2 CAAM may seek additional documents and information from the applicant's CAA, such as copies of certificates issued to the applicant, information on regulatory compliance by the applicant, and confirmation that appropriate ongoing surveillance is being conducted of the airworthiness, maintenance procedures and operations of the applicant.
- 3.4.3.3 If the amount and type of ongoing aviation safety surveillance is considered inadequate, CAAM may refuse to issue a Foreign Air Operator Certificate to the applicant.
- 3.4.4 Part D – Aircraft and Airports
- 3.4.4.1 CAAM requires details of the aircraft and airports that the applicant intends to use in its operations.
- 3.4.4.2 Part D has been drafted to be specific to an aircraft type which means that if the applicant intends to operate more than one aircraft type, this page must be copied and completed for each aircraft type together with list of each aircraft manufacturer, type and registrations(s) – Refer CAAM/BOP/FAOC/3. Additional copies of this form can be found on the CAAM website.
- 3.4.4.3 CAAM requires the applicant to attach to the application-specific documentation applicable to each aircraft type. Given the applicant may have several aircraft in its fleet, CAAM does not expect the operator to include certificates of registration, certificates of airworthiness and noise certificates for each individual aircraft. A declaration made on this application form, accompanied by one certificate of registration, one certificate of airworthiness and one noise certificate for each aircraft type is considered sufficient.
- 3.4.4.4 If the applicant is intending to use a Malaysian registered aircraft to conduct foreign air operations, it may only do so for a period as specified in the CAD 6014 – Aircraft Leasing.
- 3.4.5 Part E – Operational Information
- 3.4.5.1 CAAM requires information about the types of operations the applicant will conduct in Malaysia. Some operations require a separate CAAM approval, in which case the applicant should call or email to the Director of Flight Operations Division, CAAM for further information.
- 3.4.5.2 Carriers' Liability Insurance:
- 3.4.5.2.1 All operators authorised to carry passengers for commercial air transport in Malaysian territory must hold passenger carriers' liability insurance, which ensures that compensation will be paid in respect of death or personal injury to passengers in the event of an air accident. CAAM requires a copy of the applicant's certificate/declaration of insurance.

*Note: Cargo only operators, carrying cargo which requires attendants (such as attendants for horses) who are not part of the operating crew will require Carriers' liability insurance.*

- 3.4.5.3 Leasing – Wet or Damp Lease:
  - 3.4.5.3.1 If your operation is under a wet/damp lease agreement, CAAM requires you to provide a copy of the wet or damp lease agreement. Information in the lease should contain at least: the name and details of the lessor and lessee; the period of lease; the aircraft details including type, registration and serial number; details of schedule/routes and where the aircraft is to be based; details of operational control, flight and cabin crew; maintenance arrangements and maintenance personnel; and ground handling and insurance arrangements.
  - 3.4.5.3.2 CAAM will seek information from the operator's CAA about any wet or damp lease arrangement.
- 3.4.5.4 Foreign Air Operator Certificate (FAOC) Compliance Matrix (Form CAAM/BOP/FAOC/2).
  - 3.4.5.4.1 Foreign operators wishing to operate under a FAOC into and out of Malaysia must operate in accordance with the provisions and the requirements of ICAO Annex 6 and, for dangerous goods, the ICAO Technical Instructions. To demonstrate compliance with these provisions, CAAM has developed a compliance matrix that lists all of the procedures that an applicant must have within its operating manuals and other documentation.
  - 3.4.5.4.2 Applicants applying for an initial issue (the first issue) of a FAOC must complete and submit all appendices of the FAOC compliance matrix with the application form. Applicants, who already hold a FAOC, are not required to complete the FAOC compliance matrix.
- 3.4.6 Part G – Submission Checklist
  - 3.4.6.1 The submission checklist identifies the types of documents you need to submit with the application form. In addition to those documents, CAAM may request other documents during the assessment process.
- 3.4.7 Part H – Declaration
  - 3.4.7.1 By signing the declaration, you indicate to CAAM that you have read these guidelines, completed the application in full and attached all necessary documentation. Giving false or misleading information is an offense under Malaysian written law.

- 3.4.7.2 This application must be signed by the person who holds responsibility for the FAOC matters, usually one of the following:
- a) the individual applicant
  - b) the Managing Director, a Director, Director of Operations or Chief Executive Officer.

### **3.5 Lapse of certification**

- 3.5.1 A FAOC is valid for a period of one (1) year. The date of issuance and the expiry date are to be entered in the FAOC.
- 3.5.2 A FAOC shall remain in force during the validity period until it is suspended or revoked by the CEO in accordance with the Regulation 114/148/189 of the MCAR 2016.
- 3.5.3 A FAOC is considered to be lapsed when no renewal application of the FAOC is submitted to the CAAM ninety (90) days after the date of expiry.
- 3.5.4 Any application submitted after a FAOC has lapsed for more than ninety (90) days shall be considered as an initial application for FAOC as stated in 3.1.1 (a).
- 3.5.5 A FAOC application which is inactive or not progressing for more than ninety (90) days shall be suspended. Any application after a suspension shall be considered as an initial application for FAOC as stated in 3.1.1 (a).

## **4 FAOC Compliance Matrix**

### **4.1 General**

4.1.1 The compliance matrix consists of four sections that list the evidence that CAAM expects an air operator intending to conduct international commercial air transport operations to have included in its manuals or other documents that are required to be submitted to CAAM together with the Malaysian Foreign Air Operator application form. The list of procedures has been extracted from ICAO Annex 6 and other associated ICAO documents.

4.1.2 CAAM Inspector from each Division will be assigned to validate the FAOC Compliance Matrix according to their areas of expertise. The four-section are listed below:

- a) Section A – Flying Operations
- b) Section B – Cabin Safety
- c) Section C – Airworthiness
- d) Section D – Dangerous Goods

4.1.3 This compliance matrix will be used as a communications tool between CAAM and the applicant during the assessment process. The information provided by completing this compliance matrix will be used by CAAM's inspectors when assessing the application for a Foreign Air Operator Certificate. If the documentation does not address ALL of the items listed in this compliance matrix, the assessment of the application may be delayed.

### **4.2 User instruction and guidelines**

4.2.1 Identify the relevant section of the operations manuals, maintenance manuals or other documentation that addresses each procedure listed in each section.

4.2.2 Click in the column titled 'Operator Document Reference' and enter the document reference for the procedure. The document reference should identify the manual, volume, section and paragraph(s) that contain the procedure.

4.2.3 If a procedure is deemed to be not applicable to applicant operation, indicate this in the column titled 'Operator Document Reference' and provide a short explanation of why the procedure is not applicable.

4.2.4 Items that are not covered by a procedure in the operator's documents, but are available to the CAAM inspector assessing the application, should be identified. These matters will be taken up with the operator and resolved before the assessment is finalised.

4.2.5 Section D (Dangerous Goods) consists of two parts:



- a) Part 1 must be completed in full by all operators
- b) Part 2 must be completed in full if the applicant intends to carry dangerous goods (including company materials).

4.2.6 Applicants are not required to complete the grey columns titled 'CAAM USE ONLY'. CAAM will use these columns to record the assessment outcome for each procedure listed. If CAAM is unable to locate the evidence required (using the 'Operator Document Reference' submitted), CAAM will mark the item as Unsatisfactory (in red font) in the 'Document Evaluation' column and include comments regarding the issues identified. A list of those unsatisfactory items will be returned to the operator and they will be required to address these matters before the assessment is finalised.

## **5 Malaysian Aviation Commission (MAVCOM) Requirements**

### **5.1 General**

5.1.1 MAVCOM is an independent entity to regulate economic and commercial matters related to civil aviation in Malaysia. One of its functions is to administer and manage air traffic rights in Malaysia.

5.1.2 The latest information on MAVCOM requirements can be obtained at [www.mavcom.my](http://www.mavcom.my)

### **5.2 Air Traffic Right**

#### **5.2.1 Scheduled Operation (Foreign Carrier)**

5.2.1.1 An Air Traffic Right Certificate (ATRC) is required for any person who intends to undertake to carry by air or use any aircraft for the transport of passenger, mail or cargo for hire and reward upon any scheduled journey between two or more places of which at least one place is in Malaysia. ATRCs are awarded based on available capacity on each route, to airlines which have successfully apply for them. An ATRC holder is required to use all of the capacity allocated to it within 6 months from the approved effective date of operation and failure to do so will result in the unutilised rights being revoked. A holder of an ATRC may surrender its certificate by writing to the Commission not less than six months prior to the proposed date of surrender. The surrender of an ATRC shall take effect six months from the date the Commission receives the notice or any other date as may be specified by the Commission.

5.2.1.2 MAVCOM takes a range of conditions into account when allocating ATRC, including:

- a) public demand and the interests of air transport users (passengers, cargo customers);
- b) quality of service, and economic viability of the proposed flights

#### **5.2.2 Non-Scheduled Operation (Foreign Carrier)**

5.2.2.1 Any carrier who intends to carry passenger, cargo and/or mail from any points outside Malaysia to any points in Malaysia and vice versa on a non-scheduled basis shall apply to the Commission via the CAAM by filing their application before it commences services.

5.2.2.2 An applicant is not permitted to carry out selected operations as follows:

- a) carry out any passenger, cargo and/or mail from Malaysia that differs from the passenger/cargo manifest;

- b) uplift any cargo and/or mail from Malaysia to any points beyond Malaysia unless they are able to provide a no-objection letter from Malaysian ASL and ASP (cargo) operators;
- c) uplift any passenger, cargo and/or mail within points in Malaysia and
- d) uplift any passenger, cargo and/or mail on the positioning sector.

5.2.2.3 Applicants are required to apply to the Malaysian Aviation Commission before applying for an FAOC, and apply for slot allocations at the same time to the National Slot Allocation Malaysia. However, the applicant shall only be entitled to operate the proposed non-scheduled services after receiving the necessary approval from the Commission.

5.2.2.4 Application for overflight and other Non-Scheduled services that are not for hire and reward which among others may include operation for medical purposes, search and rescue, aerial mapping, agricultural activities, scientific activities and sports activities shall be submitted to the CAAM (not MAVCOM).

### 5.2.3 Applying for an Air Traffic Right Certificate

5.2.3.1 To submit an application, object or make a competing application to an existing application, or make a submission relating to a MAVCOM policy decision, contact MAVCOM in writing. The latest MAVCOM decisions relating to air traffic rights certificates can be found at <https://www.mavcom.my/en/resources/air-traffic-rights/>.

5.2.3.2 Malaysia currently maintains over one hundred Air Service Agreements (ASA) with other countries. For comprehensive details on Malaysia's ASA, please refer to the List of Air Service Agreements available on the MAVCOM website.



## **6 Continuing Surveillance**

### **6.1 General**

6.1.1 The holder of an FAOC would be subjected to continuing surveillance comprising of:

- a) Ramp inspections;
- b) Continuous assessments; and
- c) Investigations, if necessary.

### **6.2 Ramp Inspection**

6.2.1 Ramp inspections are by their nature on-the-spot assessments which cannot substitute or replace safety oversight responsibilities of the State of the Operator or State of Registry. Ramp inspections serve as proxies but they are not intended to, and they cannot, guarantee the airworthiness of a particular aircraft or the capability of the operator's flight operations. The frequency of ramp inspections is determined by the CAAM based on continuous assessments of the foreign operator. The ramp inspection is normally carried out during the transit or stop over of the aircraft in Malaysia and CAAM normally conducts these inspections without prior notification to the operator. CAAM would take necessary measures in order to minimise disruption to the operator's operations during the inspection.

6.2.2 The ramp inspections may cover areas of flight operations, airworthiness, cabin safety and cargo handling, including dangerous goods. Foreign air operators are to assist and facilitate the CAAM's inspectors and ensure that documents on the aircraft are valid and the condition of the aircraft meets ICAO standards.

6.2.3 Pursuant to Regulation 203 of the Malaysian Civil Aviation Regulations 2016, CAAM inspectors can immediately ground or delay the departure of the aircraft in the event that there is sufficient evidence to show or there are reasonable grounds to believe that the aircraft is unsafe or illegal to conduct or continue the flight.

### **6.3 Continuous Assessments**

6.3.1 CAAM performs periodic assessments on foreign air operators, and the results of these assessments may result in adjustments to CAAM's frequency of ramp inspections.

6.3.2 The periodic assessments would take into consideration, but not limited to, the operator's ramp inspection results, the operator's results from the ASEAN Foreign Operator Safety Assessment (AFOSA) or equivalent, incidences and accidents involving the operator, and any feedback from the public.



## **6.4 Investigations**

- 6.4.1 CAAM may conduct an investigation in the event CAAM finds significant safety issues with the foreign air operator. The investigation aims to find out any non-compliance(s) with the Malaysian regulations and the conditions contained in its FAOC. Should the holder of a FAOC fail to address the non-compliances and/or safety concerns, CAAM may vary, suspend or revoke the FAOC.



## 7 Appendices

### 7.1 Appendix 1 – Malaysian Foreign Air Operator Application Form.

CAAM/BOP/FAOC/1



Flight Operations Division,

No. 27 Persiaran Perdana,  
Level 2, Block Podium B, Precinct 4,  
62618, PUTRAJAYA Tel.: 603 8871 4103, Fax.: 603 8871 4334  
Email address: [ops.faoc@caam.gov.my](mailto:ops.faoc@caam.gov.my); [ops.faoc.group@caam.gov.my](mailto:ops.faoc.group@caam.gov.my)

## MALAYSIAN FOREIGN AIR OPERATOR APPLICATION FORM

This application form contains guidelines designed to help you complete the application process. It is in your interest to read the guidelines as the quality and accuracy of the information you provide has a direct impact on the assessment and completion times.

PART A – APPLICATION DETAILS			
<b>A1. TYPE OF APPLICATION</b> – if the application is for a subsequent issue and a variation please tick both boxes.			
<input type="checkbox"/> Initial Issue	<input type="checkbox"/> Subsequent Issues (renewal)	<input type="checkbox"/> Variation	
<b>A2. PROPOSED OPERATION(S)</b> – attach a copy of the Air Operator Certificate (AOC) and Operations Specification (Ops Spec), or the equivalent documents, issued by your National Aviation Authority (NAA) and proposed schedule (if applicable).			
<b>A2.1 Type of Operations</b> – tick all applicable boxes.			
<input type="checkbox"/> Scheduled Passengers	<input type="checkbox"/> Scheduled Cargo		
<input type="checkbox"/> Non Scheduled Passengers	<input type="checkbox"/> Non Scheduled Cargo		
<input type="checkbox"/> Other (provide details):			
<b>A2.2 Proposed Start Date of Operations</b>		Click or tap to enter a date.	
<b>A3. DETAILS OF APPLICANT</b> – attach a copy of your business registration certificate and corporation registration (if applicable), or equivalent document.			
<b>A3.1 Name</b>			
Name of Legal Entity	Click or tap here to enter text.		
Operating/trading name (if any)	Click or tap here to enter text.		
<b>A3.2 Contacts Details</b>			
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>A3.3 Addresses</b>			
Business Address (this is the office address of the operator)	Click or tap here to enter text.		
Physical Address (if different to Business Address)	Click or tap here to enter text.		



Postal Address (if different)	Click or tap here to enter text.		
<b>A4. USE OF AN AGENT</b> – if you wish to use an agent, attach evidence that the agent is authorised to act on your behalf (e.g. power of Attorney or letter of Authorisation).			
Are you using an agent for this application?	<input type="checkbox"/> Yes. Complete A4.1.		
	<input type="checkbox"/> No. Go to Part B.		
<b>A4.1 Agent Contact Information</b>			
Name of Agent	Click or tap here to enter text.		
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
Postal Address	Click or tap here to enter text.		

<b>PART B – PERSONNEL CONTACT DETAILS</b>			
<b>B1. PRIMARY CONTACT PERSON</b> – this is the person CAAM will liaise with in relation to this application.			
Name of Contact Person	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
Postal Address	Click or tap here to enter text.		
<b>B2. KEY PERSONNEL</b> – the positions listed in this section may be titled differently to those in your organization.			
<b>B2.1 Chief Executive Officer</b>			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>B2.2 Head of Flying Operations</b>			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>B2.3 Head of Continuing Airworthiness</b>			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>B2.4 Head of Training and Checking</b>			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.



Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>B2.5 Safety Manager</b>			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>B2.6 Alternative Contact for Operational Matters</b>			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>B3. DRUG AND ALCOHOL MANAGEMENT</b> – You must provide a contact for this position for compliance with the Malaysian Civil Aviation Regulations 2016 and CAD 6007 – Operator Alcohol and Drug Testing Programme.			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>B4. MALAYSIAN CONTACTS</b>			
<b>B4.1 Malaysian Representative (if applicable)</b>			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
Malaysian Postal Address	Click or tap here to enter text.		
<b>B4.2 Station Manager (if applicable)</b> – if more than one station manager, attach a separate list to this application form.			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
<b>B4.3 Handling Agent (if applicable)</b> – Airline or agency providing apron and turnaround services to Malaysian ports.			
Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		

**B4.4 Engineering and Maintenance (if applicable)** – Airline or agency providing maintenance support to services at Malaysian Ports. Attach a separate list if more than one.

Name	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		

**PART C – REGULATORY AUTHORITY****C1. NATIONAL AVIATION AUTHORITY (NAA)**

Name of Authority	Click or tap here to enter text.		
Officer Responsible	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		
Address	Click or tap here to enter text.		

**C2. SAFETY RECORD**

Has the Operator experienced any accident(s) or serious incident(s) in the last 12 months?	<input type="checkbox"/> Yes. Attach a separate sheet describing the accident(s)/serious incident(s), and the activities resulting from any investigations(s).
	<input type="checkbox"/> No. Go to Part D.

**PART D – AIRCRAFT AND AIRPORTS** (for each aircraft type)**D1. AIRCRAFT DETAILS** – complete a separate copy of this page for each aircraft type you wish to operate.**D1.1 Aircraft Type**

Manufacturer	Click or tap here to enter text.
Type	Click or tap here to enter text.
Model	Click or tap here to enter text.
Registration(s) and serial Numbers(s)	List of each aircraft manufacturer, type and registration(s) – CAAM/BOP/FAOC/3

**D1.2 Certificate of Registration (CofR)**

Does each aircraft have a valid Certificate of Registration (CofR)	<input type="checkbox"/> Yes. Attach <b>one</b> aircraft CofR for the type in D1.1.
	<input type="checkbox"/> No. All aircraft must have a valid registration.

**D1.3 Certificate of Airworthiness (CofA)**

	<input type="checkbox"/> Yes. Attach <b>one</b> aircraft CofA for the type in D1.1.
--	-------------------------------------------------------------------------------------



Does each aircraft have a valid Certificate of Airworthiness (CofA)?	<input type="checkbox"/> No. All aircraft must have a valid CofA.		
<b>D1.4 Continuing Airworthiness Management Organisation (CAMO)</b>			
Is the aircraft continuing airworthiness managed by an approved CAMO	<input type="checkbox"/> Yes. Attach a copy of the approved CAMO certificate together with its Terms of Approval.		
	<input type="checkbox"/> No. Provide a copy of the approved procedure related to continuing airworthiness management of the aircraft		
<b>D1.5 Aircraft Maintenance Organisation (AMO)</b>			
Is the aircraft maintained by an approved AMO	<input type="checkbox"/> Yes. Attach a copy of the approved AMO certificate together with its Terms of Approval.		
	<input type="checkbox"/> No. Provide a copy of the approved procedure related to maintenance of the aircraft.		
<b>D2. AIRPORTS</b> – specify the applicable destinations that are intended to be used for the aircraft type in D1.1.			
<input type="checkbox"/> KLIA	<input type="checkbox"/> KLIA2	<input type="checkbox"/> Subang	<input type="checkbox"/> Penang
<input type="checkbox"/> Johor	<input type="checkbox"/> Kuching	<input type="checkbox"/> Kota Kinabalu	
<input type="checkbox"/> Other Airports (provide details):			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>D3. AIRCRAFT NOISE CERTIFICATION</b> – refer to the guidelines.			
Does each aircraft have a noise certificate (or equivalent documents) issued by the State of Registry?	<input type="checkbox"/> Yes. Attach <b>one</b> aircraft noise certificate (or equivalent documents) for the type in D1.1.		
	<input type="checkbox"/> No. All aircraft must have a noise certificate (or equivalent document).		
<b>D3.1 ICAO Annex 16, Part 1 Aircraft Noise Certification</b> - tick applicable box or provide details.			
<input type="checkbox"/> Chapter 3	<input type="checkbox"/> Chapter 4	<input type="checkbox"/> Chapter 5	<input type="checkbox"/> Chapter 6
<input type="checkbox"/> Other (provide details):			
Are any of the aircraft engines hush-kitted	<input type="checkbox"/> Yes. Attach details for each aircraft that is hush-kitted.		
	<input type="checkbox"/> No. Go to D4.		
<b>D4. OPERATIONAL AUTHORISATIONS</b> – specify any operational authorizations applicable to the aircraft type in D1.1.			
<b>D4.1 Navigation Specifications for PBN Operations</b>			
<input type="checkbox"/> RNAV	<input type="checkbox"/> RNAV 1	<input type="checkbox"/> RNAV 2	<input type="checkbox"/> RVSM
<input type="checkbox"/> RNP 1	<input type="checkbox"/> RNP 2	<input type="checkbox"/> RNP 4	<input type="checkbox"/> RNP 10
<input type="checkbox"/> Others:			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>D4.2 Extended Diversion Time Operations</b>			
Is the aircraft approved for EDTO/ETOPS/ EROPS?	<input type="checkbox"/> Yes. Provide approved diversion time (in minutes):		
	<input type="checkbox"/> No. Go to D5.		
<b>D5. EQUIPMENT</b> – specify the equipment fitted to aircraft type in D1.1 (tick all applicable boxes) <b>*Note:</b> There are requirements for ADS-B for operation in Malaysian Airspace. Refer to the Malaysian CAAM website.			
<input type="checkbox"/> ADS-B*	<input type="checkbox"/> TAWS-A (EGPWS)	<input type="checkbox"/> ACAS II (TCAS II Version7.1)	

<b>PART E – OPERATIONAL INFORMATION</b>			
<b>E1. AIRLINE IDENTIFICATION CODES</b>			
ICAO Airline Code	Click or tap here to enter text.	IATA Airline Code	Click or tap here to enter text.
<b>E2. LOW VISIBILITY OPERATIONS</b>			
Does the operator intend to conduct Low Visibility Operations?	<input type="checkbox"/> Yes. Attach evidence of your approval.		
	<input type="checkbox"/> No. Go to E3.		
<b>E3. DANGEROUS GOODS</b>			
Is the operator approved by its NAA to carry and/or consign dangerous goods?	<input type="checkbox"/> Yes. Attach evidence of your approval.		
	<input type="checkbox"/> No. Go to E4.		
<b>E4. EXEMPTIONS OR OTHER AUTHORISATIONS</b>			
Are you requesting any exemptions or other authorisations as part of this application?	<input type="checkbox"/> Yes. Describe the exemptions/authorisations below, providing details of relevant legislation references.		
	<input type="checkbox"/> No. Go to E5.		
<b>E5. CARRIERS' LIABILITY INSURANCE</b> – refer to the guidelines			
Does the Operator have Carriers' liability insurance?	<input type="checkbox"/> Yes. Attach a copy of your Carriers' Liability Certificate.		
	<input type="checkbox"/> No. If you intend to carry passengers you must have Carriers' Liability Insurance.		
<b>E6. WET OR DAMP LEASING</b>			
Is the proposed operation(s) under a wet/damp lease agreement?	<input type="checkbox"/> Yes. Attach a copy of the lease agreement.		
	<input type="checkbox"/> No. Go to E7.		
<b>E6.1 Leasing Company Information</b>			
Company Name	Click or tap here to enter text.		
Length of Lease Agreement	Click or tap here to enter text.		
Contact Person	Click or tap here to enter text.	Position	Click or tap here to enter text.
Phone	Click or tap here to enter text.	Fax	Click or tap here to enter text.
Email	Click or tap here to enter text.		





**E7. FOREIGN AOC COMPLIANCE MATRIX** – the compliance matrix is a separate document (FAOC Compliance Matrix – CAAM/BOP/FAOC/2) which lists the procedures a Foreign AOC must have within its documentation.

Do you already hold a Foreign AOC issued by Malaysia?

Yes. You do not need to complete the compliance matrix. Go to Part F.

No. you must complete the compliance matrix in full. Then go to Part F.

**PART F – Fees and Charges**

The CAAM is required by law to charge on the application for certificate of validation of Foreign Air Operator Certificate.

Application for certificate of validation of Foreign Air Operator Certificate is required to be submitted together with fees as required by Civil Aviation (Fees and Charges) Regulations 2016.

**PART G – SUBMISSION CHECKLIST** – All documentation applicable to your application must be provided in English (or translated to English). The CAAM may request other documents, in addition to those below, at any time during the assessment process.

- Air Operator Certificate (AOC) and Operations Specification (Ops Spec), or the equivalent documents issued by the National Aviation Authority, and including the aircraft type, areas/regions of operations and operational authorisations.
- A copy of the proposed schedule.
- Certificate of Business Registration and/or Certificate of Incorporation, or the equivalent document if conducting the initial operation into Malaysia.
- If using an agent, a letter of authorisation for the agent to act on your behalf.
- Details of any accidents/serious incidents, and the activities resulting from any investigations.
- Part D of this application form, completed for **EACH** aircraft type you are applying for approval to operate under a Foreign AOC.
- A copy of the noise certificate (or equivalent evidence of compliance with Annex 16) for at least one of **EACH** aircraft types applied for.
- A copy of the CofA and CofR for at least one of **EACH** aircraft types applied for.
- A copy of the CAMO certificate and its Terms of Approval.
- A copy of the AMO certificate and its Terms of Approval.
- Certificate of Insurance for Carriers’ Liability Insurance (Declaration).
- A copy of the lease agreement for aircraft operated under a wet/damp lease arrangement.
- If applying for the initial issue of a Foreign Air Operator Certificate, a copy of completed FAOC Compliance Matrix, and all referenced manuals and documentation listed in that form.
- List of aircraft type and registration using Form CAAM/BOP/FAOC/3.



**PART H – DECLARATION**

*This declaration must be signed by an approved person who holds responsibility for the Foreign Air Operator Certificate matters (e.g. Chief Executive Officer, Director or Director of Operations).*

- I certify that I have read the guidelines accompanying this application form and that the information provided in this application is true, complete, and correct.
- I certify that all aircraft referenced in this application form have a valid CofA, CofR and noise certificate (or equivalent).
- I understand that the applicant must comply with the requirements of the *Civil Aviation Act 1969* and the related regulations, including regulation 114 of the *Civil Aviation Regulations 2016*, as they apply to this application.
- I authorise the CAAM to verify documentation and claims in this application with the relevant National Aviation Authority.

**Note: The assessment process will not commence until all documents and applicable fees have been received.**

Name	Click or tap here to enter text.		
Position	Click or tap here to enter text.		
Signature		Date	Click or tap to enter a date.



## GUIDELINES

Attach all supporting documentation to your application form and submit to CAAM in soft copies by email or link. CAAM cannot accept an application without a signature. Please ensure this application form is signed. If you are submitting by email: please print, **sign** and scan this form.

<b>Postal Address:</b>	<b>Civil Aviation Authority of Malaysia</b> Flight Operations Division No 27, Persiaran Perdana Level 2, Block Podium B 62618 Putrajaya	<b>Phone:</b> +603 8871 4103 <b>Fax:</b> +603 8871 4334 <b>Email:</b> <a href="mailto:ops.faoc@caam.gov.my">ops.faoc@caam.gov.my</a> ; <a href="mailto:ops.faoc.group@caam.gov.my">ops.faoc.group@caam.gov.my</a>
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### About this application form and the application process

The completion of this application form is the first step in the application process. Applicants can complete this application form electronically; however, CAAM cannot accept an application without a signature. The application form will need to be printed, signed and submitted to CAAM in soft copies by email (scanned) or link.

All foreign approvals, authorisations, certificates, licences and accompanying documents **must be current** at the time of application and **must be submitted in English or translated into English**.

Application for certificate of validation of Foreign Air Operator Certificate is required to be submitted together with fees as required by Civil Aviation (Fees and Charges) Regulations 2016.

### PART A – APPLICATION DETAILS

The application form can be used to apply for the first issue of a CAAM Foreign Air Operator Certificate FAOC (initial issue), to vary the current approval (variation) or to apply for a subsequent issue when the expiry of the AOC is approaching (subsequent issue). Where the applicant is applying for a subsequent issue and a variation at the same time, both boxes should be ticked and a description of the variation provided (e.g. adding new aircraft type).

The name of the applicant given in this part will be the name that will appear on the certificate.

The telephone and fax numbers provided should include the appropriate international calling codes and the addresses provided should include the country.

You may appoint an agent to complete the application on your behalf and to negotiate with CAAM in relation to all matters necessary to complete the application. If you wish to authorise an agent, CAAM requires evidence of the agent's authorisation (i.e. Power of Attorney or a Letter of Authorisation). CAAM may deal with the nominated agent in ALL matters relating to the AOC application. This means that you will be taken to have received any communications about your application sent to the agent as if they were sent to you personally.

### PART B – PERSONNEL CONTACT DETAILS

CAAM requires the name and contact information for the applicant's key personnel and the name and contact details for the applicant's Malaysian representatives. If the position titles of the applicant's personnel vary from those described in this part, the applicant should list the position titles used in its organisation.



A foreign operator is not required to provide CAAM with specific drug and alcohol procedures. However, the applicant is required to notify CAAM of the name, title and contact details, including emergency contact details, of a senior person in the applicant's organisation with whom CAAM may liaise in relation to the applicant's personnel who may be drug or alcohol tested.

### **PART C – REGULATORY AUTHORITY**

CAAM will use the information provided in this application form to confirm that the regulatory systems of the National Aviation Authority (NAA) that issued your Air Operator Certificate and Ops Spec, and your aircraft's Certificates of Registration and Certificates of Airworthiness meets the minimum standards established by ICAO.

CAAM may seek additional documents and information from the applicant's NAA, such as copies of certificates issued to the applicant, information on regulatory compliance by the applicant, and confirmation that appropriate ongoing surveillance is being conducted of the airworthiness, maintenance procedures and operations of the applicant.

If the amount and type of ongoing aviation safety surveillance is considered inadequate, CAAM may refuse to issue a Foreign Air Operator Certificate to the applicant.

### **PART D – AIRCRAFT AND AIRPORTS**

CAAM requires details of the aircraft and airports that the applicant intends to use in its operations.

Part D has been drafted to be specific to an aircraft type which means that if the applicant intends to operate more than one aircraft type, this page must be copied and completed for each aircraft type together with list of each aircraft manufacturer, type and registrations(s) – Refer CAAM/BOP/FAOC/3. Additional copies of this form can be found on the CAAM website.

CAAM requires the applicant to attach to the application specific documentation applicable to each aircraft type. Given the applicant may have several aircraft in its fleet, CAAM does not expect the operator to include certificates of registration, certificates of airworthiness and noise certificates for each individual aircraft. A declaration made on this application form, accompanied by one certificate of registration, one certificate of airworthiness and one noise certificate for **each aircraft type** is considered sufficient.

If the applicant is intending to use a Malaysian registered aircraft to conduct foreign air operations, it may only do so for a period as specified in the Flight Operations Directives.

### **PART E – OPERATIONAL INFORMATION**

CAAM requires information about the types of operations the applicant will conduct in Malaysia. Some operations require a separate CAAM approval, in which case the applicant should call or email to the Director of Flight Operations Division, CAAM for further information.

#### **Carriers' Liability Insurance:**

All operators authorised to carry passengers for commercial air transport in Malaysian territory must hold passenger carriers' liability insurance, which ensures that compensation will be paid in respect of death or personal injury to passengers in the event of an air accident. CAAM requires a copy of the applicant's certificate/declaration of insurance.

**Note:** *Cargo only operators, carrying cargo which requires attendants (such as attendants for horses) who are not part of the operating crew will require Carriers' liability insurance.*

#### **Leasing – Wet or Damp Lease:**



If your operation is under a wet/damp lease agreement, CAAM requires you to provide a copy of the wet or damp lease agreement. Information in the lease should contain at least: the name and details of the lessor and lessee; the period of lease; the aircraft details including type, registration and serial number; details of schedule/routes and where the aircraft is to be based; details of operational control, flight and cabin crew; maintenance arrangements and maintenance personnel; and ground handling and insurance arrangements.

CAAM will seek information from the operator's NAA about any wet or damp lease arrangement.

### **Foreign Air Operator Certificate (FAOC) Compliance Matrix (Form CAAM/BOP/FAOC/2)**

Foreign operators wishing to operate under a FAOC into and out of Malaysia must operate in accordance with the provisions and the requirements of ICAO Annex 6 and, for dangerous goods, the ICAO Technical Instructions. To demonstrate compliance with these provisions, CAAM has developed a compliance matrix that lists all of the procedures that an applicant must have within its operating manuals and other documentation.

Applicants applying for an initial issue (the first issue) of a FAOC must complete and submit **all appendices** of the FAOC compliance matrix with the application form. Applicants, who already hold a FAOC, are not required to complete the FAOC compliance matrix.

### **PART F – COSTS**

The CAAM is required by law to charge on the application for certificate of validation of Foreign Air Operator Certificate.

Application for validation of Foreign Air Operator Certificate is required to be submitted together with fees as required by Civil Aviation (Fees and Charges) Regulations 2016.

### **PART G – SUBMISSION CHECKLIST**

The submission checklist identifies the types of documents you need to submit with the application form. In addition to those documents, CAAM may request other documents during the assessment process.

### **PART H – DECLARATION**

By signing the declaration, you indicate to CAAM that you have read these guidelines, completed the application in full and attached all necessary documentation. Giving false or misleading information is an offence under Malaysian written law.

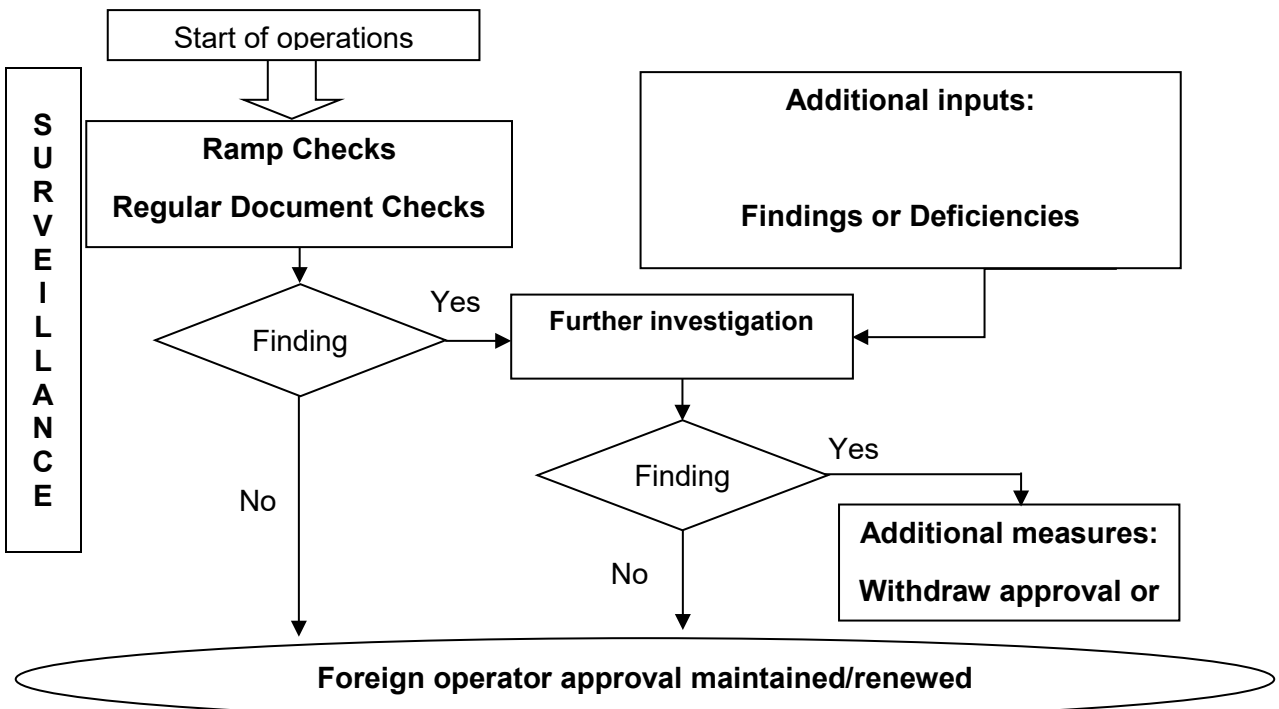
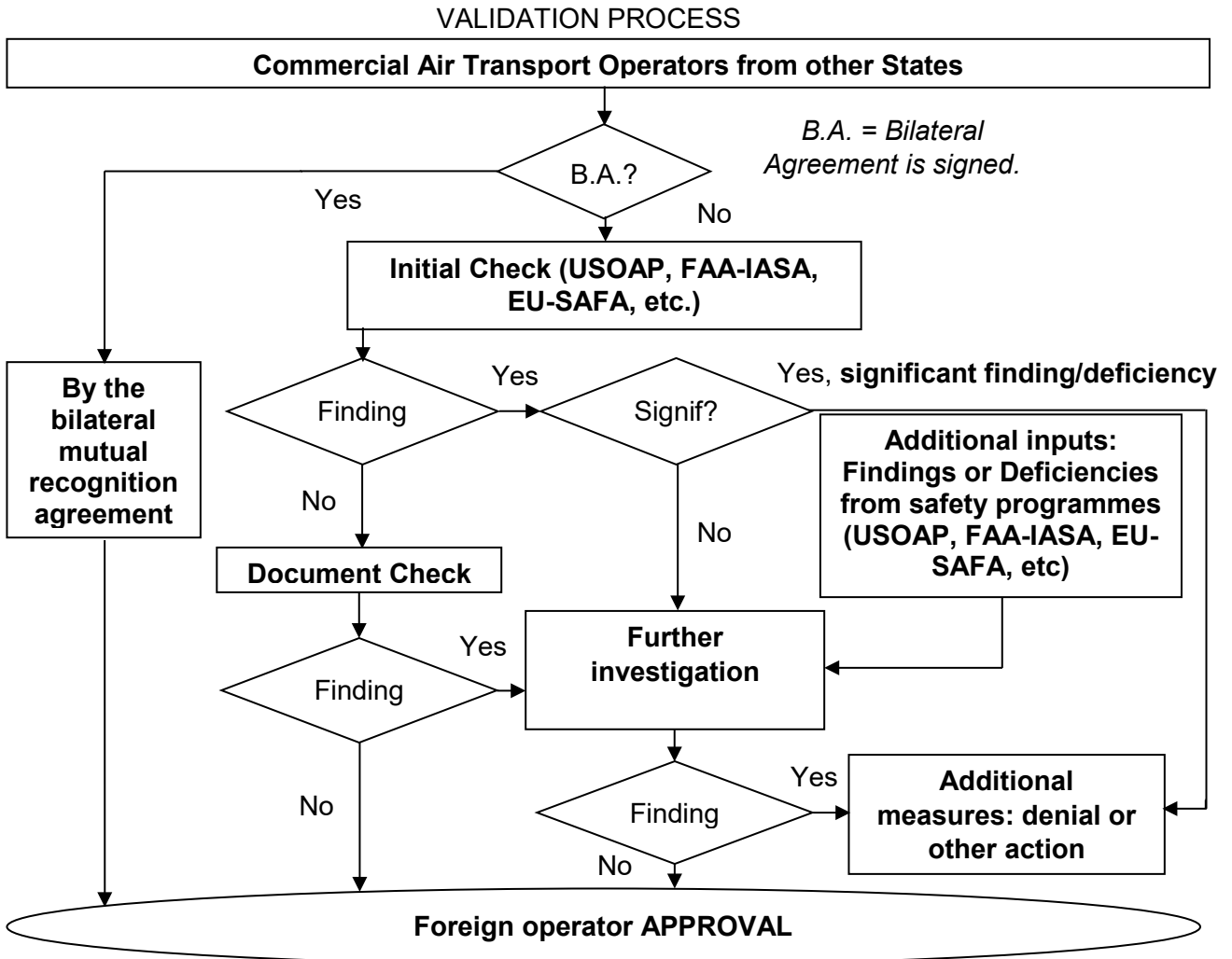
This application must be signed by the person who holds responsibility for the FAOC matters, usually one of the following:

- the individual applicant
- the Managing Director, a Director, Director of Operations or Chief Executive Officer.



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7.2 Appendix 2 – Validation Process Flow





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### 7.3 Appendix 3 – Foreign Air Operator Certificate (FAOC) Compliance Matrix

CAAM/BOP/FAOC/2



Flight Operations Division,

No. 27 Persiaran Perdana,

Level 2, Block Podium B, Precinct 4,

62618, PUTRAJAYA Tel.: 603 8871 4103, Fax.: 603 8871 4334

Email address: [ops.faoc@caam.gov.my](mailto:ops.faoc@caam.gov.my) ; [ops.faoc.group@caam.gov.my](mailto:ops.faoc.group@caam.gov.my)

#### FOREIGN AIR OPERATOR CERTIFICATE (FAOC) COMPLIANCE MATRIX

<b>Operator Name:</b>			
<b>Contact Person</b>		<b>Contact Email Address:</b>	

This compliance matrix consists of four sections that list the evidence that CAAM expects an air operator intending to conduct international commercial air transport operations to have included in its manuals or other documents that are required to be submitted to CAAM together with the Malaysian Foreign Air Operator application form.

Section A, B, C and D lists the procedures that CAAM expects an air operator intending to conduct international commercial air transport operations to have included in the operator’s manuals or other documents. The list of procedures has been extracted from ICAO Annex 6 and other associated ICAO documents.

This compliance matrix will be used as a communications tool between CAAM and the applicant during the assessment process. The information provided by completing this compliance matrix will be used by CAAM’s inspectors when assessing your application for a Foreign Air Operator Certificate. If your documentation does not address ALL of the items listed in this compliance matrix, the assessment of your application may be delayed.

#### USER INSTRUCTIONS AND GUIDELINES

1. Identify the relevant section of your operations manuals, maintenance manuals or other documentation that addresses each procedure listed in each section in the compliance matrix.
2. Click in the column titled 'Operator Document Reference' and enter the document reference for the procedure. The document reference should identify the manual, volume, section and paragraph(s) that contain the procedure.
3. If a procedure is deemed to be not applicable to your operation, indicate this in the column titled 'Operator Document Reference' and provide a short explanation why the procedure is not applicable.
4. Items that are not covered by a procedure in the operator's documents, but are available to the CAAM inspector assessing your application, should be identified. These matters will be taken up with the operator and resolved before the assessment is finalised.
5. Section D (Dangerous Goods) consists of two parts:
  - Part 1 must be completed in full by all operators
  - Part 2 must be completed in full if you intend to carry dangerous goods (including company materials).
6. You are not required to complete the grey columns titled 'CAAM USE ONLY'. CAAM will use these columns to record the assessment outcome for each procedure listed. If CAAM is unable to locate the evidence required (using the 'Operator Document Reference' you supply), CAAM will mark the item as *Unsatisfactory* (in red font) in the 'Document Evaluation' column and include comments regarding the issues identified. A list of those unsatisfactory items will be returned to you and you will be required to address these matters before your assessment is finalised.



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
<b>A1 - GENERAL</b>					
1	ICAO Ann 6 Pt I, App2, Sect. 2.1.1	Instructions outlining the responsibilities of operating personnel pertaining to the conduct of flight operations.		CAAM Use Only	
2	ICAO Ann 6 Pt I, App2, Sect. 2.1.2	Information and policy relating to fatigue management including:			
		a) rules pertaining to flight time, flight duty period, duty period limitations and rest requirements for flight and cabin crew members in accordance with Chap 4,4.10.2 a); and		CAAM Use Only	
		b) policy and documentation pertaining to the operator's FRMS in accordance with ICAO Annex 6, Appendix 7.		CAAM Use Only	
3	ICAO Ann 6 Pt I, App2, Sect. 2.1.3	A list of the navigational equipment to be carried including any requirements relating to operations where performance-based navigation is required.		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
4	ICAO Ann 6 Pt I, App2, Sect. 2.1.4	Where relevant to the operations, the long range navigation procedures, engine failure procedure for EDTO (ETOPS) and the nomination and utilisation of diversion aerodromes.		CAAM Use Only	
5	ICAO Ann 6 Pt I, App2, Sect. 2.1.5	The circumstances in which a radio listening watch is to be maintained.		CAAM Use Only	
6	ICAO Ann 6 Pt I, App2, Sect. 2.1.6	The methods for determining minimum flight altitudes.		CAAM Use Only	
7	ICAO Ann 6 Pt I, App2, Sect. 2.1.7	The methods of determining aerodrome-operating minima.		CAAM Use Only	
8	ICAO Ann 6 Pt I, App2, Sect. 2.1.8	Safety precautions during refuelling with passengers on board.		CAAM Use Only	
9	ICAO Ann 6 Pt I, App2, Sect. 2.1.9	Ground handling arrangements and procedures.		CAAM Use Only	
10	ICAO Ann 6 Pt I, App2, Sect. 2.1.10	Procedures, as prescribed in Annex 12, for pilots-in-command observing an accident.		CAAM Use Only	
11	ICAO Ann 6 Pt I, App2, Sect. 2.1.11	The flight crew for each type of operation, including the designation of the succession of command.		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
12	ICAO Ann 6 Pt I, App2, Sect. 2.1.12	Specific instructions for the computation of aircraft fuel and oil quantities to be carried, taking into account all circumstances of the operation including possibility of loss of pressurisation and the failure of one or more engines while en-route.		CAAM Use Only	
13	ICAO Ann 6 Pt I, App2, Sect. 2.1.13	The conditions under which oxygen will be used and the amount of oxygen determined in accordance with Chapter 4,4.3.9.2.		CAAM Use Only	
14	ICAO Ann 6 Pt I, App2, Sect. 2.1.14	Instructions for mass and balance control.		CAAM Use Only	
15	ICAO Ann 6 Pt I, App2, Sect. 2.1.15	Instructions for the conduct and ground control of de-icing/ anti-icing operations.		CAAM Use Only	
16	ICAO Ann 6 Pt I, App2, Sect. 2.1.16	The specifications for the operational flight plan.		CAAM Use Only	
17	ICAO Ann 6 Pt I, App2, Sect. 2.1.17	Standard Operating Procedures (SOP) for each phase of flight.		CAAM Use Only	
18	ICAO Ann 6 Pt I, App2, Sect. 2.1.18	Instructions on the use of normal checklists and the timing of their use.		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
19	ICAO Ann 6 Pt I, App2, Sect. 2.1.19	Departure contingency procedures. (i.e. Procedures following an engine failure on take-off)		CAAM Use Only	
20	ICAO Ann 6 Pt I, App2, Sect. 2.1.20	Instructions on the maintenance of altitude awareness and the use of automated or flight crew altitude call out.		CAAM Use Only	
21	ICAO Ann 6 Pt I, App2, Sect. 2.1.21	Instructions on the use of autopilots and auto throttle in IMC.		CAAM Use Only	
22	ICAO Ann 6 Pt I, App2, Sect. 2.1.22	Instructions on the clarification and acceptance of ATC clearances, particularly where terrain clearance is involved.		CAAM Use Only	
23	ICAO Ann 6 Pt I, App2, Sect. 2.1.23	Departure and approach briefings.		CAAM Use Only	
24	ICAO Ann 6 Pt I, App2, Sect. 2.1.24	Procedures for familiarisation with areas, routes and aerodromes.		CAAM Use Only	
25	ICAO Ann 6 Pt I, App2, Sect. 2.1.25	Stabilised approach procedure.		CAAM Use Only	
26	ICAO Ann 6 Pt I, App2, Sect. 2.1.26	Limitation on high rates of descent near the surface.		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
27	ICAO Ann 6 Pt I, App2, Sect. 2.1.27	Conditions required to commence or continue an instrument approach.		CAAM Use Only	
28	ICAO Ann 6 Pt I, App2, Sect. 2.1.28	Instructions for the conduct of precision and non-precision instrument approach procedures.		CAAM Use Only	
29	ICAO Ann 6 Pt I, App2, Sect. 2.1.29	Allocation of flight crew duties and procedures for the management of crew workload during night and IMC instrument approach operations.		CAAM Use Only	
30	ICAO Ann 6 Pt I, App2, Sect. 2.1.30	<b>Instructions and training</b> requirements for the avoidance of controlled flight into terrain (CFIT) and policy for the use of the ground proximity warning system (GPWS).		CAAM Use Only	
31	ICAO Ann 6 Pt I, App2, Sect. 2.1.31	Policy, instructions, <b>procedures and training</b> requirements for the avoidance of collisions and the use of the airborne collision avoidance system (ACAS/TCAS).		CAAM Use Only	
32	ICAO Ann 6 Pt I, App2, Sect. 2.1.32	Information and instructions relating to the interception of civil aircraft including:		CAAM Use Only	
		a) procedures (as prescribed in Annex 2) for pilots-in-command of intercepted aircraft; and			



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
		b) visual signals used by intercepting and intercepted aircraft, as contained in Annex 2.		CAAM Use Only	
33	ICAO Ann 6 Pt I, App2, Sect. 2.1.33	For Aeroplanes intended to be operated above 15,000 m (49,000 ft):			
		a) information which will enable the pilot to determine the best course of action to take in the event of exposure to solar cosmic radiation; and		CAAM Use Only	
		b) procedures in the event that a decision to descend is taken, covering:  1) the necessity of giving the appropriate ATS unit prior warning of the situation and of obtaining provisional descent clearance; and 2) the action to be taken in the event that communication with the ATS unit cannot be established or is interrupted.		CAAM Use Only	
34	ICAO Ann 6 Pt I, App2, Sect. 2.1.34	Details of the safety management system (SMS) provided in accordance with Chapter 3 and 4 of Annex 19.		CAAM Use Only	





SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
35	ICAO Ann 6 Pt I, App2, Sect. 2.1.35	Information and instructions on the carriage of dangerous goods, in accordance with Annex 6, Chapter 14, including action to be taken in the event of an emergency.		CAAM Use Only	
36	ICAO Ann 6 Pt I, App2, Sect. 2.1.36	Security instructions and guidance.		CAAM Use Only	
37	ICAO Ann 6 Pt I, App2, Sect. 2.1.37	The search procedure checklist in accordance with Annex 6, Chapter 13, 13.3. (i.e. Search for bombs, weapons or other dangerous devices)		CAAM Use Only	
38	ICAO Ann 6 Pt I, App2, Sect. 2.1.38	Instructions and training requirements for the use of head-up displays (HUD) and enhanced vision systems (EVS) equipment as applicable.		CAAM Use Only	
39	ICAO Ann 6 Pt I, App2, Sect. 2.1.39	Instructions and training requirements for the use of the Electronic Flight Bag (EFB), as applicable.		CAAM Use Only	
<b>A2 - AIRCRAFT OPERATING INFORMATION</b>					
40	ICAO Ann 6 Pt I, App2, Sect. 2.2.1	Certification and operating limitations.		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
41	ICAO Ann 6 Pt I, App2, Sect. 2.2.2	The normal, abnormal and emergency procedures to be used by the flight crew, and the checklists relating thereto as required by Chapter 6, 6.1.4.		CAAM Use Only	
42	ICAO Ann 6 Pt I, App2, Sect. 2.2.3	Operating instructions and information on the climb performance with all engines operating, if provided in accordance with Chapter 4, 4.2.4.3.		CAAM Use Only	
43	ICAO Ann 6 Pt I, App2, Sect. 2.2.4	Flight planning data for pre-flight and in-flight planning with different thrust/ power and speed settings.		CAAM Use Only	
44	ICAO Ann 6 Pt I, App2, Sect. 2.2.5	The maximum crosswind and tailwind components for each aeroplane type operated and reductions to be applied to these values having regard to gusts, low visibility, runway surface conditions, crew experience, use of autopilot, abnormal and emergency circumstances, or any other relevant operational factors.		CAAM Use Only	
45	ICAO Ann 6 Pt I, App2, Sect. 2.2.6	Instructions and data for mass and balance calculations.		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
46	ICAO Ann 6 Pt I, App2, Sect. 2.2.7	Instructions for aircraft loading and securing of load.		CAAM Use Only	
47	ICAO Ann 6 Pt I, App2, Sect. 2.2.8	Aircraft systems, associated controls and instructions for their use as required by Chapter 6, 6.1.4		CAAM Use Only	
48	ICAO Ann 6 Pt I, App2, Sect. 2.2.9	The minimum equipment list and configuration deviation list for the aeroplane types operated and specific operations authorised, including any requirements relating to operations where performance-based navigation is prescribed.		CAAM Use Only	
49	ICAO Ann 6 Pt I, App2, Sect. 2.2.10	Checklist of emergency and safety equipment and instructions for its use.		CAAM Use Only	
50	ICAO Ann 6 Pt I, App2, Sect. 2.2.11	Emergency evacuation procedures including type specific procedures, crew coordination, assignment of crew's emergency positions and the emergency duties assigned to each crewmember.		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
51	ICAO Ann 6 Pt I, App2, Sect. 2.2.13	Survival and emergency equipment for different routes and the necessary procedures to verify its normal function before take-off, including procedures to determine the required amount of oxygen and the quantity available.		CAAM Use Only	
52	ICAO Ann 6 Pt I,, App2, Sect. 2.2.14	Details of the ground-air visual signal code for use by survivors as contained in Annex 12.		CAAM Use Only	
<b>A3 - ROUTES AND AERODROMES</b>					
53	ICAO Ann 6 Pt I, App2, Sect. 2.3.1	A route guide to ensure that the flight crew will have, for each flight, information relating to communication facilities, navigation aids, aerodromes, instrument approaches, instrument arrivals and instrument departures as applicable for their operation, and such other information considered necessary for the proper conduct of flight operations. The route guide should contain specific information detailing the conduct of operations to, from and within Malaysian territory.		CAAM Use Only	
54	ICAO Ann 6 Pt I, App2, Sect. 2.3.2	The minimum flight altitudes for each route to be flown.		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
55	ICAO Ann 6 Pt I, App2, Sect. 2.3.3	Aerodrome operating minima for each of the aerodromes that are likely to be used as intended landing or as alternate aerodromes.		CAAM Use Only	
56	ICAO Ann 6 Pt I, App2, Sect. 2.3.4	Increase of aerodrome operating minima in the case of degradation of approach or aerodrome facilities.		CAAM Use Only	
57	ICAO Ann 6 Pt I, App2, Sect. 2.3.5	Instructions for determining aerodrome operating minima for instrument approaches using HUD and EVS.		CAAM Use Only	
58	ICAO Ann 6 Pt I, App2, Sect. 2.3.6	The necessary information for compliance with all required flight profiles required by regulations, including the determination of:			
		<ul style="list-style-type: none"> <li>take-off runway length requirements for dry, wet and contaminated conditions, including those dictated by system failures that affect take-off distance</li> </ul>		CAAM Use Only	
		<ul style="list-style-type: none"> <li>take-off climb limitations</li> </ul>		CAAM Use Only	
		<ul style="list-style-type: none"> <li>en-route climb limitations</li> </ul>		CAAM Use Only	
		<ul style="list-style-type: none"> <li>approach climb limitations and landing climb limitations</li> </ul>		CAAM Use Only	



SECTION A – FLYING OPERATIONS					
No.	ICAO Reference	Evidence Required	Operator Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
		<ul style="list-style-type: none"> <li>landing runway length requirements for dry, wet and contaminated conditions, including those dictated by system failures that affect take-off distance</li> </ul>		CAAM Use Only	
		<ul style="list-style-type: none"> <li>supplementary information, such as tyre speed limitations.</li> </ul>		CAAM Use Only	
<b>A4 – TRAINING</b>					
59	ICAO Ann 6 Pt I, App2, Sect. 2.4.1	Details of the flight crew training programme as required by Chapter 9, 9.3.		CAAM Use Only	
60	ICAO Ann 6 Pt I, App2, Sect. 2.4.3	Details of the flight operations officer/flight dispatcher training programme when employed in conjunction with a method of flight supervision.		CAAM Use Only	



SECTION B – CABIN SAFETY					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
<b>B1 - AIRCRAFT OPERATING INFORMATION</b>					
61	ICAO Ann 6 Pt I, App2, Sect. 2.1.2	Details of the company's fatigue management system or the rules governing flight times and flight duty periods and for the provision of adequate rest periods for cabin crew members in accordance with the regulations established by the State of the Operator.		CAAM Use Only	
62	ICAO Ann 6 Pt I, App2, Sect. 2.1.8	Details of the cabin crew procedures and safety precautions during refuelling with passengers on board.		CAAM Use Only	
63	ICAO Ann 6 Pt I, App2, Sect. 2.1.35	Information on the carriage of dangerous goods and action to be taken including cabin crew procedures, in the event of an emergency.		CAAM Use Only	
64	ICAO Ann 6 Pt I, App2, Sect. 2.1.36	Security instructions and guidance.		CAAM Use Only	
65	ICAO Ann 6 Pt I, App2, Sect. 2.1.37	Details of the cabin crew search procedure and guidance on the appropriate course of action to be taken should a bomb or suspicious object be found. Information on the least-risk bomb location specific to the aircraft.		CAAM Use Only	



SECTION B – CABIN SAFETY					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
66	ICAO Ann 6 Pt I, Chap 12, Sect. 12.1	Minimum number of crew required for each type of aeroplane.		CAAM Use Only	
67	ICAO Ann 6 Pt I, Chap 12, Sect. 12.2	Procedures for cabin crew to occupy a seat in accordance with Chapter 6 Section 6.16 during take-off and landing and whenever the pilot-in-command so directs.		CAAM Use Only	
68	ICAO Ann 6 Pt I, Chap 12, Sect. 12.3	Location of cabin crew seats and procedures for cabin crew to be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.		CAAM Use Only	
69	ICAO Ann 6 Pt I, App2, Sect. 2.2.10	The location, number and types of emergency and safety equipment carried on board the aircraft and instructions for its use.		CAAM Use Only	
70	ICAO Ann 6 Pt I, Chap 12, Sect. 12.1 and App2, Sect. 2.2.11	Details of the duties and functions to be performed by each member of the cabin crew in the event of an emergency or a situation requiring the emergency evacuation of the aircraft, including:			
		• type specific procedures		CAAM Use Only	
		• crew coordination		CAAM Use Only	





SECTION B – CABIN SAFETY					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
		<ul style="list-style-type: none"> <li>assignment of crew emergency positions</li> </ul>		CAAM Use Only	
		<ul style="list-style-type: none"> <li>duties assigned to each crew member.</li> </ul>		CAAM Use Only	
71	ICAO Ann 6 Pt I, App2, Sect. 2.2.12	The normal, abnormal and emergency procedures to be used by the cabin crew, the checklists for these procedures and aircraft systems information required, including a statement related to the necessary procedures for the coordination between flight and cabin crew.		CAAM Use Only	
72	ICAO Ann 6 Pt I, App2, Sect. 2.2.13	Details of the survival and emergency equipment for different routes and the necessary cabin crew procedures to verify its normal function before take-off.		CAAM Use Only	
<b>B2 - TRAINING</b>					
73	ICAO Ann 6 Pt I, App2, Sect. 2.4.2 and Chap 12, Sect. 12.4	Details of the approved training programme to be completed by all persons before being assigned as a cabin crew member.		CAAM Use Only	



SECTION B – CABIN SAFETY					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
74	ICAO Ann 6 Pt I, Chap 12, Sect. 12.4	Details of recurrent training programme to be conducted annually before being assigned as a cabin crew member.		CAAM Use Only	
75	ICAO Ann 6 Pt I, Chap 12, Sect. 12.4	Training programme to ensure that each cabin crew member is:			
		a) competent to execute assigned safety duties and functions in the event of an emergency or emergency evacuation		CAAM Use Only	
		b) drilled and capable in the use of emergency and lifesaving equipment required to be carried: (i) portable fire extinguishers (ii) personal flotation devices such as life jackets (iii) life rafts (iv) evacuation slides (v) emergency exits (vi) oxygen equipment (vii) emergency locator transmitter (ELTs) (viii) first aid kits and medical supplies		CAAM Use Only	



## SECTION B – CABIN SAFETY

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
		c) when operating an aircraft above 3000m (10000ft), knowledgeable in regards to the effects of the lack of oxygen and the effects of loss of pressurisation		CAAM Use Only	
		d) aware of other crew members' assignments and function in an emergency		CAAM Use Only	
		e) aware of types of dangerous goods in the cabin and completion of the dangerous goods programme required by Annex 18		CAAM Use Only	
		f) aware of human performance as related to passenger cabin safety duties including flight crew – cabin crew coordination.		CAAM Use Only	
<b>B3 - PASSENGERS</b>					



SECTION B – CABIN SAFETY					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
76	ICAO Ann 6 Pt I, Chap 4, Sect. 4.2.12.1 and Sect. 4.2.12.2	Details of the procedures to ensure that passengers are made familiar with the location and use of the following: <ul style="list-style-type: none"> <li>• seat belts</li> <li>• emergency exits</li> <li>• life jackets</li> <li>• oxygen dispensing equipment</li> <li>• other emergency equipment provided for individual use.</li> </ul>		CAAM Use Only	
77	ICAO Ann 6 Pt I, Chap 4, Sect. 4.2.12.3	Procedures to instruct passengers in an emergency during the flight.		CAAM Use Only	
78	ICAO Ann 6 Pt I, Chap 4, Sect. 4.2.12.4	Procedures to ensure that passengers are secured in their seats during take-off, landing, turbulence or any emergency concerning flight.		CAAM Use Only	



SECTION C – AIRWORTHINESS						
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY		
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>	
<b>C1 - MAINTENANCE CONTROL MANUAL</b>						
80	<b>The operator's Maintenance Control Manual (however called) shall contain the following information:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2					
	ICAO Ann 6 Pt I, Chap 11, Sect 11.2 a)	a) a description of the maintenance procedures required (Chap 8, Sect 8.1.1) for each aircraft type including details of the administrative arrangements between the operator and the approved maintenance organisation when applicable		CAAM Use Only		
	ICAO Ann 6 Pt I, Chap 8 Sect. 8.1.1	Operator shall ensure that, in accordance with procedures acceptable to the State of Registry:				
		b) each aeroplane they operate is maintained in an airworthy condition		CAAM Use Only		
		c) the operational and emergency equipment necessary for an intended flight is serviceable		CAAM Use Only		
d) the certificate of airworthiness for each aeroplane they operate remains valid.			CAAM Use Only			



SECTION C – AIRWORTHINESS					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
81	<b>The operator's Maintenance Control Manual (however called) shall contain the names and duties of persons required by 8.1.4:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 b)				
	ICAO Ann 6 Pt I, Chap 8 Sect. 8.1.4	An operator shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.		CAAM Use Only	
82	<b>The operator's Maintenance Control Manual (however called) shall contain a reference to the Maintenance Programme as required by 8.3.1:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 c)				
	ICAO Ann 6 Pt I, Chap 8 Sect. 8.3.1	a) the operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme approved by the State of Registry		CAAM Use Only	
		b) the design and application of the operator's maintenance programme shall observe Human Factors principles.		CAAM Use Only	
83	<b>The operator's Maintenance Control Manual (however called) shall contain a description of the methods used for the completion and retention of the operator's maintenance records required by 8.4.</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 d)				



## SECTION C – AIRWORTHINESS

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY			
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>		
<p><b>8.4.1 An operator shall ensure that the following records are kept for the periods mentioned in 8.4.2:</b></p> <p>Note1: The records in 8.4.1 a) to e) shall be kept for a minimum of period of 90 days after the unit to which they refer has been permanently withdrawn from service.</p> <p>Note 2: The records in 8.4.1 f) shall be kept for a minimum period of 1 year after the signing of the Maintenance Release.</p>							
	ICAO Ann 6 Pt I, Chap 8 Sect. 8.4	<p>a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components</p> <p>You must provide both the completion and retention document references.</p> <p>For retention period refer to Note 1</p>	<p>Completion Reference</p> <hr style="border-top: 1px dotted black;"/> <p>Retention Reference</p> <hr style="border-top: 1px dotted black;"/>	CAAM Use Only			
		<p>b) the current status of compliance with all mandatory continuing airworthiness information</p> <p>You must provide both the completion and retention document references.</p> <p>For retention period refer to Note 1</p>	<p>Completion Reference</p> <hr style="border-top: 1px dotted black;"/> <p>Retention Reference</p> <hr style="border-top: 1px dotted black;"/>			CAAM Use Only	
		<p>c) appropriate details of modifications and repairs</p> <p>You must provide both the completion and retention document references.</p> <p>For retention period refer to Note 1</p>	<p>Completion Reference</p> <hr style="border-top: 1px dotted black;"/> <p>Retention Reference</p> <hr style="border-top: 1px dotted black;"/>				



## SECTION C – AIRWORTHINESS

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
		<p>d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life</p> <p>You must provide both the completion and retention document references.</p> <p>For retention period refer to Note 1</p>	<p>Completion Reference</p> <hr/> <p>Retention Reference</p>	CAAM Use Only	
		<p>e) the current status of the aeroplane's compliance with the maintenance programme</p> <p>You must provide both the completion and retention document references.</p> <p>For retention period refer to Note 1</p>	<p>Completion Reference</p> <hr/> <p>Retention Reference</p>		
		<p>f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met</p> <p>You must provide both the completion and retention document references.</p> <p>For retention period refer to Note 2</p>	<p>Completion Reference</p> <hr/> <p>Retention Reference</p>		





SECTION C – AIRWORTHINESS					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
84	<b>The operator's Maintenance Control Manual (however called) shall contain a description of the operator's maintenance records required by 8.4:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 d)				
	ICAO Ann 6 Pt I, Chap 8 Sect. 8.4.3	In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.		CAAM Use Only	
85	<b>The operator's Maintenance Control Manual (however called) shall contain a description of the procedures for monitoring, assessing and reporting maintenance and operational experience required by 8.5:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 e)				
	ICAO Ann 6 Pt I, Chap 8 Sect. 8.5.1	a) the operator of an aeroplane over 5,700kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II Sect. 4.2.3 f) and 4.2.4.		CAAM Use Only	



SECTION C – AIRWORTHINESS					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
86	<b>The operator's Maintenance Control Manual (however called) shall contain a description of the procedures for complying with service information reporting requirements of Annex 8, Part II, Sect. 4.2.3 f):</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 f)				
	ICAO Ann 8 Pt II, Chap 4 Sect. 4.2.3 f)	Ensure that, in respect of aeroplanes over 5,700kg and helicopters over 3,175kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft <b>is transmitted to the organisation responsible for the type design</b> of that aircraft. Where a continuing airworthiness safety issue is associated with a modification, the State of Registry shall ensure that there exists a system whereby the above information is transmitted to the organisation responsible for the design of the modification.		CAAM Use Only	
87	<b>The operator's Maintenance Control Manual (however called) shall contain a description of the procedures for assessing continuing airworthiness information and implementing resulting actions as required by 8.5.2:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 g)				



SECTION C – AIRWORTHINESS					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
	ICAO Ann 6 Pt I, Chap 8 Sect. 8.5.2	a) the operator of an aeroplane over 5,700kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry.		CAAM Use Only	
88	<b>The operator's Maintenance Control Manual (however called) shall contain:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 h)				
	ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 h)	Description of procedures for implementing action resulting from mandatory continuing airworthiness information.		CAAM Use Only	
89	<b>The operator's Maintenance Control Manual (however called) shall contain:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 i)				
	ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 i)	Details of the system of analysis and continued monitoring of the performance and efficiency of the maintenance programme in order to correct any deficiency in that programme.		CAAM Use Only	



SECTION C – AIRWORTHINESS					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
90	<b>The operator's Maintenance Control Manual (however called) shall contain:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 j)				
	ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 j)	Description of the aircraft types and models to which the manual applies.		CAAM Use Only	
91	<b>The operators Maintenance Control Manual (however called) shall contain:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 k)				
	ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 k)	Description of the procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified.		CAAM Use Only	
92	<b>The operator's Maintenance Control Manual (however called) shall contain:</b> ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 l)				
	ICAO Ann 6 Pt I, Chap 11, Sect. 11.2 l)	Description of the procedures for notifying the State of Registry of significant in service occurrences.		CAAM Use Only	



## SECTION C – AIRWORTHINESS

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
93	ICAO Ann 6 Pt I, Chap 8 Sect. 8.8.1	A maintenance release shall be completed and signed to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures described in the maintenance organisation's procedures manual.		CAAM Use Only	
<b>C2 - MAINTENANCE PROGRAM</b>					
Maintenance Programme shall contain details of the following for each aircraft type: <b>ICAO Ann 6 Pt I, Chap 11, Sect. 11.</b>					
94	ICAO Ann 6 Pt I, Chap 11, Sect. 11.3.1 a)	Maintenance tasks and intervals at which these tasks are to be performed, taking into account the anticipated utilization of the aircraft.		CAAM Use Only	
95	ICAO Ann 6 Pt I, Chap 11, Sect. 11.3.1 b)	When applicable, the continuing structural integrity programme.		CAAM Use Only	
96	ICAO Ann 6 Pt I, Chap 11, Sect. 11.3.1 c)	Procedures for deviating from the maintenance programme:			
		a) maintenance task intervals		CAAM Use Only	



SECTION C – AIRWORTHINESS					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
		b) continuing structural integrity programme (when applicable).		CAAM Use Only	
97	ICAO Ann 6 Pt I, Chap 11, Sect. 11.3.1 d)	When applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and engines.		CAAM Use Only	
98	ICAO Ann 6 Pt I, Chap 11, Sect. 11.3.2	Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such.		CAAM Use Only	
99	ICAO Ann 6 Pt I, Chap 11, Sect. 11.3.3	The Maintenance programme should be based on the maintenance programme information, made available by the State of Design or by the organisation responsible for the type design.		CAAM Use Only	
<b>C3 - JOURNEY LOG BOOK</b>					
100	ICAO Ann 6 Pt I, Chap 11, Sect. 11.4.1	Details of the aeroplane journey log book.		CAAM Use Only	
<b>C4 - RECORDS OF EMERGENCY AND SURVIVAL EQUIPMENT CARRIED</b>					



SECTION C – AIRWORTHINESS					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
10 1	ICAO Ann 6 Pt I, Chap 11, Sect. 11.5	Operators shall at all times have available for immediate communication to rescue coordination centre, lists containing information on the emergency and survival equipment carried on board any of their aeroplanes engaged in international air navigation. The information shall include, as applicable, <b>the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequency of the emergency portable radio equipment.</b>		CAAM Use Only	
<b>C5 - PRESERVATION OF FLIGHT RECORDER RECORDS</b>					
10 2	ICAO Ann 6 Pt I, Chap 11, Sect. 11.6	An operator shall ensure, to the extent possible, <b>in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records</b> and, if necessary, the associated flight recorders, and their <b>retention in safe custody</b> pending their disposal as determined in accordance with Annex 13.		CAAM Use Only	

<b>SECTION D – DANGEROUS GOODS PART 1 - ALL OPERATORS</b>					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
<b>D1 - TRAINING</b>					
103	ICAO Technical Instructions Pt 1; Chap 4, Sect. 4.1.1	An established, and maintained, initial and recurrent dangerous goods training program.		CAAM Use Only	
104	ICAO Technical Instructions Pt 1; Chap 4, Sect. 4.2.2	Training verified before personnel perform duty.		CAAM Use Only	
105	ICAO Technical Instructions Pt 1; Chap 4, Sect. 4.2.3	Recurrent training undertaken within 24 months of previous training.		CAAM Use Only	
106	ICAO Technical Instructions Pt 1; Chap 4, Sect. 4.2.4	Test to verify training competency.		CAAM Use Only	
107	ICAO Technical Instructions Pt 1; Chap 4, Sect. 4.2.5	Record of training maintained, including mandatory information.		CAAM Use Only	





## SECTION D – DANGEROUS GOODS PART 1 - ALL OPERATORS

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
108	ICAO Technical Instructions Pt 1; Chap 4, Sect. 4.2.6 And Chap 4, Sect. 4.2.7	Subject matter and training are relevant to employees' duties.		CAAM Use Only	
109	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.10	Operator ensures training is provided to agency personnel.		CAAM Use Only	
<b>D2 - ESTABLISHED POLICIES AND PROCEDURES TO IDENTIFY AND REJECT UNDECLARED DANGEROUS GOODS</b>					
<p>The operator must have established dangerous goods policies and procedures, in the Company Operations (or Dangerous Goods) Manual, to identify and reject undeclared dangerous goods. Typical policies and procedures would include:</p> <p><b>ICAO Ann 6 Pt I, Chap 14, Sect 14.2 b)</b></p>					
110	ICAO Ann 6 Pt I, Chap 14, Sect. 14.2 b)1)	Company Materials identified as dangerous goods.		CAAM Use Only	
111	ICAO Technical Instructions Pt 7; Chap 6, Sect. 6.1	Cargo Acceptance Procedures.		CAAM Use Only	



## SECTION D – DANGEROUS GOODS

### PART 1 - ALL OPERATORS

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
11 2	ICAO Technical Instructions Pt 7; Chap 5, Sect. 5.1.4	Provisions to aid recognition of undeclared dangerous goods.		CAAM Use Only	
11 3	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.8	Provision of information – cargo acceptance area.		CAAM Use Only	
11 4	ICAO Technical Instructions Pt 7; Chap 5, Sect. 5.1.2	Provision of notices to passengers at airport ticket areas, check-in and boarding areas, with visual examples, regarding dangerous goods that are not permitted in passengers' baggage.		CAAM Use Only	
11 5	ICAO Technical Instructions Pt 7; Chap 5, Sect. 5.1.1	Ticket purchase and check-in cannot be completed at the airport until passengers have indicated that they have understood restrictions on dangerous goods in passengers' baggage.		CAAM Use Only	
11 6	ICAO Technical Instructions Pt 7; Chap 5, Sect. 5.1.4	Remote check-in cannot be completed until passengers have indicated that they have understood restrictions on dangerous goods in passengers' baggage.		CAAM Use Only	



## SECTION D – DANGEROUS GOODS

### PART 1 - ALL OPERATORS

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
117	ICAO Technical Instructions Pt 7; Chap 5, Sect. 5.1.4	Automated check-in cannot be completed until passengers have indicated that they have understood restrictions on dangerous goods in passengers' baggage.		CAAM Use Only	

#### **D3 - DANGEROUS GOODS OCCURRENCES**

The operator has established dangerous goods policies and procedures, in the Company Operations (or Dangerous Goods) Manual, to report to appropriate authorities in State of Occurrence occasions of undeclared dangerous goods. Such policies and procedures would include:

#### **ICAO Ann 6 Pt I, Chap 14, Sect 14.2 b)**

118	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.4	Dangerous goods accidents and incidents.		CAAM Use Only	
119	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.5	Undeclared or misdeclared dangerous goods discovered in cargo or mail.		CAAM Use Only	
120	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.5	Procedures for reporting undeclared dangerous goods when discovered and for reporting dangerous goods which are not permitted under ICAO Technical Instructions Part 8 Sect 1.1.1.		CAAM Use Only	



SECTION D – DANGEROUS GOODS PART 1 - ALL OPERATORS					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
12 1	ICAO Technical Instructions Pt 7; Chap 3, Sect. 3.3	Procedures for dealing with suspected contaminated baggage or cargo.		CAAM Use Only	

SECTION D – DANGEROUS GOODS PART 2 – OPERATORS WHO CARRY DANGEROUS GOODS (INCLUDING COMPANY MATERIALS)					
No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
<b>D4 - CARRIAGE OF DANGEROUS GOODS</b>					



## SECTION D – DANGEROUS GOODS

### PART 2 – OPERATORS WHO CARRY DANGEROUS GOODS (INCLUDING COMPANY MATERIALS)

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
<p>The operator has established dangerous goods policies and procedures, in the Company Operations (or Dangerous Goods) Manual, for dangerous goods this would include policies and procedures for:</p> <p><b>ICAO Ann 6 Pt I, Chap 14, Sect. 14.3 b)4)</b></p>					
12 2	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.3	Accepting dangerous goods for carriage on board an aircraft.		CAAM Use Only	
12 3	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.3	Handling dangerous goods for carriage on board an aircraft.		CAAM Use Only	
12 4	ICAO Ann 18, Chap 8, Sect. 8.9	Ensuring that cargo aircraft only consignments of dangerous goods are not carried on a passenger aircraft.		CAAM Use Only	
12 5	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.4	Ensuring that cargo aircraft only consignments of dangerous goods are only carried in certain compartments, unit load devices (ULDs) or specified circumstances.		CAAM Use Only	
12 6	ICAO Technical Instructions Pt 7; Chap 3, Sect. 3.1	Inspecting dangerous goods for evidence of damage or leaking prior to loading.		CAAM Use Only	



**SECTION D – DANGEROUS GOODS**  
**PART 2 – OPERATORS WHO CARRY DANGEROUS GOODS (INCLUDING COMPANY MATERIALS)**

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
127	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.4.2	Loading and securing dangerous goods on board an aircraft.		CAAM Use Only	
128	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.2	Ensuring that incompatible dangerous goods are appropriately segregated.		CAAM Use Only	
129	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.9.6	Ensuring radioactive materials are appropriately separated.		CAAM Use Only	
130	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.11	Ensuring provisions regarding dry ice, including aircraft type, ventilation rates, method of packing and stowing, segregation from animals and communication to ground staff at origin, transit and destination.		CAAM Use Only	
131	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.13	Ensuring packages and ULDs with self-reactive substances, organic peroxides and lithium batteries are shaded from direct sunlight and away from sources of heat.		CAAM Use Only	

**SECTION D – DANGEROUS GOODS**  
**PART 2 – OPERATORS WHO CARRY DANGEROUS GOODS (INCLUDING COMPANY MATERIALS)**

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
13 2	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.3	Removing packages containing dangerous goods which appear to be damaged or leaking from an aircraft.		CAAM Use Only	
13 3	ICAO Technical Instructions Pt 7; Chap 3, Sect. 3.1	Inspecting dangerous goods for evidence of damage or leaking when unloading/loading.		CAAM Use Only	
13 4	ICAO Technical Instructions Pt 7; Chap 2, Sect. 2.2.2	Ensuring that Company Materials classified as dangerous goods, carried as cargo on board an aircraft, are packaged, marked, labelled, declared and accepted, inspected, stowed, secured and unloaded in accordance with the technical instructions.		CAAM Use Only	
<b>D5 - PROVISION OF INFORMATION TO PILOT-IN-COMMAND AND RETENTION OF DOCUMENTATION</b>					
13 5	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.1.1.1	Providing the necessary information to the pilot-in-command.		CAAM Use Only	



**SECTION D – DANGEROUS GOODS**  
**PART 2 – OPERATORS WHO CARRY DANGEROUS GOODS (INCLUDING COMPANY MATERIALS)**

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
136	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.1.1	Information to the pilot-in-command is clearly legible or printed.		CAAM Use Only	
137	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.1.4	Information to the pilot-in-command includes signed confirmation from person responsible for loading and inspection and stowage.		CAAM Use Only	
138	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.1.7	Pilot indicates on a copy of the information (or by other suitable means), that the information has been received.		CAAM Use Only	
139	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.1.5	Information to pilot-in-command is readily accessible in flight.		CAAM Use Only	
140	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.1.1.b)	Copy of the information is provided to relevant person specified in the operations manual.		CAAM Use Only	





## SECTION D – DANGEROUS GOODS

### PART 2 – OPERATORS WHO CARRY DANGEROUS GOODS (INCLUDING COMPANY MATERIALS)

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
14 1	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.11.1	Procedures for retaining documentation for consignment that have been accepted (Transport Document, Acceptance Checklist and NOTOC).		CAAM Use Only	
14 2	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.11.2	Procedures for retaining documentation for consignment that has been rejected (Transport Document and Acceptance Checklist).		CAAM Use Only	
<b>D6 - APPROVAL AND LIMITATIONS</b>					
14 3	ICAO Ann 6 Pt I, Chap 14, Sect. 14.4  ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.2	The operator has provided information in the operations manual (or other appropriate manual) to ensure that all personnel, including third party personnel, involved in the acceptance, handling, loading and unloading of cargo are informed of the operator's operational approval and limitations with regard to the transport of dangerous goods.		CAAM Use Only	



**SECTION D – DANGEROUS GOODS  
PART 2 – OPERATORS WHO CARRY DANGEROUS GOODS (INCLUDING COMPANY MATERIALS)**

No.	ICAO Reference	Evidence Required	Company Document Reference	CAAM USE ONLY	
				Document Evaluation <i>Satisfactory?</i> <i>Unsatisfactory?</i>	CAAM's Comments <i>(incl. initials and date)</i>
14 4	ICAO Technical Instructions Pt 7; Chap 4, Sect. 4.2	<p>Instructions to the employees/agents covering the dangerous goods which may be carried on the operator's aircraft including:</p> <ul style="list-style-type: none"> <li>a) dangerous goods not to be carried</li> <li>b) dangerous goods of the operator</li> <li>c) operator variations</li> <li>d) dangerous goods subject to State Approval or Exemption.</li> </ul>		CAAM Use Only	



## 7.4 Appendix 4 – List of each Aircraft Manufacturer, Type and Registration

CAAM/BOP/FAOC/3



Flight Operations Division,

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### LIST OF EACH AIRCRAFT MANUFACTURER, TYPE AND REGISTRATION

*Note. – Refer to Appendix 5 and/or Appendix 6 of CAGM 6005 – FAOC for further details on Manufacturer, Type and Model*

<b>Manufacturer:</b>				
<b>Type:</b>				
<b>Model:</b>				
<b>Registration(s): List down each aircraft registration horizontally in the table below.</b>				




**7.5 Appendix 5 – Classification of Aircraft Type (Aeroplane)**

**AIRCRAFT TYPE (AEROPLANE)**

Manufacturer	Aircraft model / name	Aircraft Type
All manufacturers	All powered sailplanes having an integrally mounted, non-retractable engine and a non-retractable propeller, capable of taking off and climbing under its own power.	TMG
All manufacturers	Single-engine piston (land)	SEP (land)
	Single-engine piston (land) with variable pitch propellers (VP)	
	Single-engine piston (land) with retractable undercarriage (RU)	
	Single-engine piston (land) with turbo- / super-charged engines (T)	
	Single-engine piston (land) with cabin pressurisation (P)	
	Single-engine piston (land) with tail wheels (TW)	
	Single-engine piston (land) with electronic flight instrument system (EFIS)	
	Single-engine piston (land) with single lever power control (SLPC)	
All manufacturers	Single-engine turbo-prop engines	SET
All manufacturers	Single-engine piston (sea)	SEP (sea)
	Single-engine piston (sea) with variable pitch propellers (VP)	
	Single-engine piston (sea) with turbo- / super-charged engines (T)	
	Single-engine piston (sea) with cabin pressurisation (P)	
	Single-engine piston (sea) with electronic flight instrument system (EFIS)	
	Single-engine piston (sea) with single lever power control (SLPC)	

<b>Manufacturer</b>	<b>Aircraft model / name</b>	<b>Aircraft Type</b>
All manufacturers	Multi-engine piston (land)	MEP (land)
All manufacturers	Multi-engine piston (sea)	MEP (sea)
Aerospatiale	MS 760 Paris	S760
Aerospatiale / Sud Aviation	SN601 Corvette	SN601
	SE 210 III SE 210 III R SE 210 VIN	SE210/10B3/11/12
	SE 10B3	
	SE 11	
	SE 12	
Aerospatiale / Nord Aviation	Nordatlas 2501	ND25
Aerospatiale / Nord Aviation	C160 P Transall	ND16
Aerospatiale / Nord Aviation	260 A Nord 262 A-B-C Nord	ND26
Aero Spaceline	377 SGTF Super Guppy	SuperGuppy
AERO Vodochody AEROSPACE a.s.	Ae 270	Aero Vodochody SET
Airbus	A300 - B1 - B2 series - B4 series - C4-200 series - F4-200 series	A300
Airbus	A300 - FFCC	A300FFCC
Airbus	A310 - 200 series - 300 series - B4 600 series - C4 600 series - F4 600 series	A310/300-600



Manufacturer	Aircraft model / name	Aircraft Type
Airbus	A300 - 600ST (Beluga)	A300-600ST
Airbus	A318 - 100 series A319 - 100 series A320 - 100 series - 200 series - neo A321 - 100 series - 200 series - neo	A320
Airbus	A330 - 300 series - 200 series - 200 F - 200 MRTT FAF STC - 900 series - 800 series A350 - 900 series - 1000 series	A330/350
Airbus	A340 - 200 series - 300 series - 500 series - 600 series	A340
Airbus	A380 - 800 series	A380
Airbus	A400M	A400M
Air Tractor Inc.	AT-402, -402A, -402B AT-502, -502A, -502B AT-503, -503A AT-602 AT-802 AT-802 A	AT-4/5/6/8 SET

Manufacturer	Aircraft model / name	Aircraft Type
	AT-802 (amphibious) AT-802 A (amphibious)	
ALENIA AERMACCHI	C27J	C27J
Antonov	An-26 An-26B	AN26
Asta GAF	Nomad - 22B - 24A	AstaMET
ATR	ATR 42 (not PEC equipped) - 42-200 / -300 / -320	ATR42/72
	ATR 42 (PEC equipped) - 42-400 / -500	
	ATR 72 (not PEC equipped) - 72-101 / -102 / -201 / -202/ -211 / -212 ATR 72 (PEC equipped) - 72-101 / -102 / -201 / -202 (with mod 4371) - 72-211 / -212(with mod 3973 or 4371)	
	ATR 42 (glass cockpit or 42- 600) - 42-500 (with mod 5948) ATR 72 (glass cockpit or 72- 600) - 72-212A (with mod 5948)	
BAE Systems (Operations) Ltd	HS 748 series	HS748
BAE Systems (Operations) Ltd	Jetstream 41	Jetstream 41
Beechcraft Raytheon	RA-390	RA390
Beriev	Be-200ES-E	BER2E
Boeing	B707 - 100 series	B707/720



Manufacturer	Aircraft model / name	Aircraft Type
	- 300 series	
	B720	
Boeing	B717 series	B717
Boeing	B727 - 100 series - 200 series	B727
Boeing	B737 - 100 series - 200 series	B737 100-200
Boeing	B737 CL - 300 / -400 / -500 series	B737 300-900
	B737 NG - 600 / -700 / -800 / -900 / - 900 ER series B737 MAX - 8 / -9 series	
Boeing	B747 - 100 series	B747 100-300
	B747 - 200 series	
B747 - 300 series		
B747-SP		
Boeing	B747 - 400 series - 400 F series	B747-400
	B747 - 8 series - 8F series	
Boeing	B757 - 200 series - 300 series	B757/767
	B767 - 200 series - 300 series - 300 F series	
	B767 - 400 ER	
Boeing	B777 - 200 series - 300 series	B777/787
	B777F	

Manufacturer	Aircraft model / name	Aircraft Type
	B787 - 8 series - 9 series - 10 series	
Bombardier Inc.	CL 215	CL215
Bombardier Inc.	CL 215T	CL215T
Bombardier Inc.	CL 415	CL415
Bombardier Inc.	Challenger series: CL 600 CL 601-1A CL 601-3A	CL600/601
Bombardier Inc.	CL-600-2B16 - Challenger 604	CL604/605
	CL-600-2B16 - Challenger 605 - Challenger 650	
Bombardier Inc.	CL600-2B19 CL 65 Regional Jet series CRJ - 100 - 200 - 440 - Challenger 850	CL65
	CL600-2C10 - 700 - 701 - 702 - Challenger 870 CL600- 2D15 - 705 CL600-2D24 - 900 - Challenger 890	

Manufacturer	Aircraft model / name	Aircraft Type
	CL600-2E25 - 1000	
Bombardier Inc.	BD-100-1A10 - Challenger 300 - Challenger 350	CL30
Bombardier Inc.	BD700-1A10 (Global Express XRS) BD700-1A11 (Global 5000)	BD-700
	BD700-1A10 GVFD (Global 6000) BD700-1A11 GVFD (Global 5000 GVFD)	
Bombardier Inc.	BD700-2A2 (Global 7500)	G7500
Bombardier Inc.	DHC8 - 100 series - 200 series - 300 series - 400 series	DHC8
British Aerospace / AVRO	ATP Jetstream 61	Bae/ATP/Jetstream 61
British Aerospace / AVRO	AVRO RJ series	AVRORJ/Bae146
	146 - 100 series	
	146 - 200 series	
	146 - 300 series	
British Aerospace / AVRO	BAC 1-11 - 200 series - 400 series - 500 series	BAC1-11
C Series Aircraft Limited Partnership	BD-500-1A10 (C Series 100) BD-500-1A11 (C Series 300)	BD-500
Casa	C212 series	C212
Casa	C-295	C295
Casa	CN-235	CN235

Manufacturer	Aircraft model / name	Aircraft Type
Cessna	206 A/T Soloy 207 A/T Soloy 210 (Silver Eagle)	Cessna SET
	206 A/T Soloy (sea) 207 A/T Soloy (sea)	
	206 with STC 10061949	
	208	
	208 (sea)	
Cessna	C501/500SP	C501/551
	C551/550SP	
Cessna	510 (Citation Mustang)	C510
Cessna	525 – CJ	C525
	525 – CJ1 525A – CJ2	
	525 – CJ1+ 525A – CJ2+ 525B – CJ3	
	525B – CJ3+	
	525C – CJ4	
	525 – M2	
	Cessna	
C560XLS+		
Cessna	C 500 C 550 CS 550	C500/550/560
	CS 550 Bravo	
	560 (Citation V)	
	560 (Citation Ultra)	
	560 Encore	
	560 Encore+	



Manufacturer	Aircraft model / name	Aircraft Type
Cessna	C650 Citation III Citation VI Citation VII	C650
Cessna	C680 Sovereign	C680
	C680 Sovereign+ C680A Latitude	
Cessna	C750 Citation X	C750
Cessna/ Aviation	Reims F406 425	C406/425
Cessna/ Aviation	Reims 441	C441
Cirrus Aircraft Company	SF50 Vision Jet	SF50
Consolidated Vultee Aircraft	CV 240-4	CV240/340/440
	CV 340 CV 440	
Consolidated Vultee Aircraft	CV 580	CV580
Dassault	Falcon 10	Falcon 10/100
	Falcon 100	
Dassault	Falcon 20 series	Falcon 20/200
	Falcon 200	
Dassault	Falcon 900 EX EASy Falcon 900 DX Falcon 900 LX	Falcon900EX EASy
	Falcon 900EX EASyII Falcon 900DX EASyII Falcon 900LX EASyII	
Dassault	Falcon 2000	

Manufacturer	Aircraft model / name	Aircraft Type
	Falcon 2000 EX	Falcon2000/2000 E X
Dassault	Falcon 2000 EX EASy Falcon 2000 DX Falcon 2000 LX Falcon 2000EX EASy II Falcon 2000DX EASy II Falcon 2000LX EASy II	Falcon2000EX EASy
Dassault	Falcon 7X	Falcon 7X
	Falcon 7X EASy II Falcon 8X	
Dassault	Mystere Falcon 50	Falcon50/900
	Falcon 50EX	
	Mystere Falcon 900	
	Falcon 900C Falcon 900EX	
De Havilland – AirTech Canada (Bombardier)	DHC-3 Turbo-Otter	DHC3 SET
De Havilland – AirTech Canada (Bombardier)	DHC-2 Turbo-Beaver	DHC2 SET
De Havilland - Canada (Bombardier)	DHC7	DHC7
Diamond Aircraft Industries GmbH	DA 42 (DA 42, DA 42 M, DA 42 NG, DA 42 M-NG)	MEP (land)
	DA 62	
Dornier	DO 128-6	D128
Dornier	DO 28-G92	D28-G92
Dornier	DO 328-100	DO 328-100

<b>Manufacturer</b>	<b>Aircraft model / name</b>	<b>Aircraft Type</b>
Dornier	DO 328-300	DO 328-300
Eclipse Aerospace	Eclipse EA500 Eclipse 500 Eclipse 550	EA500
Embraer	Bandeirante EMB 110	EMB110
Embraer	EMB 120 Brasilia	EMB 120
Embraer	EMB - 145 -135, 145 series	EMB 135/145
	EMB - 145 -135,145 series equipt with Autothrottle	
Embraer	EMB-500 (Phenom 100)	EMB 500/505
	EMB-505 (Phenom 300)	
Embraer	EMB-550 (Legacy 500) EMB-545 (Legacy 450)	EMB 550
Embraer	ERJ 170-100 (Embraer 170) ERJ 170-200 (Embraer 175)	EMB170
	ERJ 190-100 (Embraer 190, Lineage)	
	ERJ 190-300 (Embraer190 E2)	
Fokker / Fairchild	FH227 F 27A/F/J F 27 series	F27
Fokker / Fairchild	F 28 series	F 28
Fokker / Fairchild	F 50	F 50
Fokker / Fairchild	F70 F100	F70/100
Grob Aircraft AG	G 120 TP - analogue avionics series	G 120TP SET



Manufacturer	Aircraft model / name	Aircraft Type
	G 120 TP - digital avionics series	
Grob Aircraft AG	G 520T	G520 SET
Grumman	Tracker S2FT	S2FT
Grumman Gulfstream	Grumman G-159	GulfstreamI
Grumman Gulfstream	Grumman G-1159	GulfstreamII/III
	Grumman G-1159A	
Gulfstream Aerospace Corporation	Am.G-164D	Gulfstream SET
Gulfstream Aerospace Corporation	Gulfstream 1159C (Gulfstream IV) Gulfstream IV SP (G300/G400)	GIV
Gulfstream Aerospace Corporation	Gulfstream IV-X (G350/G450)	G-V
	Gulfstream V	
	Gulfstream V-SP (G500/G550)	
Gulfstream Aerospace Corporation	Gulfstream GVI (G650)	GVI
	Gulfstream GVI (G650) - with PlaneView II Avionics Software Version "Block Point I" (ASC901)	
Gulfstream Aerospace (GALP) LP	Gulfstream G150 (G150)	G150
Gulfstream Aerospace (GALP) LP	Gulfstream G200 (G200)	G200
Gulfstream Aerospace (GALP) LP	Gulfstream G280 (G280)	G280
Handley Page	Herald series	Herald
	4000 (Hawker 4000)	HA4T





Manufacturer	Aircraft model / name	Aircraft Type
Hawker Beechcraft Corporation	4000 BPU (Hawker 4000 BPU)	
Hawker Beechcraft Corporation	Hawker 125 Series Hawker 800XP / Proline 21 Hawker 750 / Proline 21	HS125
	Hawker 125 Series Hawker 900XP / Proline 21 and IFIS 5000 Hawker 850XP / Proline 21 and IFIS	
	Bae 125 800 series 1000 series	
Hawker Beechcraft Corporation	BE-200/B200 BE-C90A/B/GT BE-C90/90-1 BE-E90 BE-F90/F90-1 BE- 90/A90/B90 BE-200PL21/B200GT/250 BE-C90GTi/C90GTx	BE90/99/100/200
Hawker Beechcraft Corporation	Model G36 with turbo-prop engine (Bonanza)	BE36TC SET
Hawker Beechcraft Corporation	1900 1900 C	BE300/1900
	1900 D 300 300LW B300/B300C (except with ProLine 21)	
	B300/B300C (with ProLine21) 300 (FF serial with ProLine 21)	
	Beechjet 400 series MU 300	Beech400/MU300

Manufacturer	Aircraft model / name	Aircraft Type
Hawker Beechcraft Corporation	BE-400XT  (BE-400 A aircraft modified by EASA STC 10042091 for Proline 21 avionics and by EASA STC 10042353 for Williams FJ44-3AP engines)	
Hawker Siddeley / Bae	Jetstream 3100 series  3200 series	Jetstream31/32
Hispano Aviación	HA-200 R, A, B, D (SAETA) HA-200 E (Super SAETA) HA-220	SAETA
Honda Aircraft Company	HA-420 (HondaJet) HA- 420 (Elite)	HA-420
Israel Aircraft Industry	IAI - 1121 Jetcommander - 1123 Commodore Jet - 1124 Westwind	IAI1121/23/24
	IAI -1125 Astra	IAI1125
Junkers	Junkers 52	JU52
Learjet (Bombardier)	Learjet -20 series	Learjet20/30
	-30 series	
Learjet (Bombardier)	45 (Learjet 40 series, LR-40)	Learjet45/75
	45 (Learjet 45 series, LR-45)  75 (Learjet 70 series, LR-70) 75 (Learjet 75 series, LR-75)	
Learjet (Bombardier)	Learjet -55 series	Learjet55
Learjet (Bombardier)	Model 60 (Learjet 60 series)	Learjet60
	LJ 60XR (Learjet-60 XR)	
Leteckee	L410 UVP	LetL410
Lockheed	L188 Electra series A	L188 Electra

Manufacturer	Aircraft model / name	Aircraft Type
	L188 Electra series C	
Lockheed	L382 G (C 130)	Hercules
Lockheed	L1011 Series	L1011
Lockheed	L1329	Jetstar
Lockheed	Constellation Series	L1049
MBB	HFB 320	HFB320
MBB	VFW 614	VFW-614
McDonnell Douglas	Douglas A-26B	DCA26
McDonnell Douglas	DC-3A-S1C3G DC-3C- SC3G	DC3
McDonnell Douglas	DC4	DC4
McDonnell Douglas	DC6 series	DC6
McDonnell Douglas	DC7C	DC7
McDonnell Douglas /	DC8 -33 -50, 60, 70 series	DC8
McDonnell Douglas /	DC9 10-50 series	DC9 10-50
McDonnell Douglas / Boeing	DC9 80 series	DC9 80/MD88/ MD90
	MD 88 series MD 90 series	
McDonnell Douglas /	DC 10 series	DC 10
McDonnell Douglas /	MD 11	MD 11
Mitsubishi	MU 2B series	MU2B

Manufacturer	Aircraft model / name	Aircraft Type
Pacific Aerospace Corporation	PAC750XL	PAC750XL SET
Piaggio Aero Industries S.p.A.	P166	Piaggio 166
Piaggio Aero Industries S.p.A.	P180 Avanti	Piaggio 180
	P180 Avanti II P180 Avanti EVO	
Pilatus Britten	BN2T Turbine Islander	BN2T
	BN2T - 4R MSSA BN2T - 4S Defender	
Pilatus	PC-6 (manual stabiliser trim)	Pilatus PC6 SET
	PC-6 (electrical stabiliser trim)	
Pilatus	PC-7	Pilatus PC7 SET
Pilatus	PC-7 MkII PC-9 PC-9 (M)	PC9/PC7MkII
	Pilatus	PC-12/47E (PC-12 NG)
PC-12 PC-12/45 PC-12/47		
Pilatus	PC-24	PC-24
Piper	PA-31 (Navajo, Navajo Chieftain, Mojave)	MEP (land)
Piper	PA-31T series (Cheyenne, Cheyenne II, Cheyenne IIXL) PA-42 series (Cheyenne III, Cheyenne IV)	PA31T/42
Piper	PA-46-310P (Malibu) PA-46-350P (Malibu Mirage) PA-46R-350T (Malibu Matrix)	SEP (land)
Piper	PA-46-500TP (Malibu Meridian)	PA-46 SET

Manufacturer	Aircraft model / name	Aircraft Type
Jetprop LLC Piper (STC)	PA-46 Jetprop DLX	
Piper	PA-46-600TP (M600)	
PT Industry	IPTN CN 235-110	IPTNCN 235
PZL (Polskie Zakłady Lotnicze)	M28 - 02-W - 05	PZL-M28
Quest Aircraft Design LLC	Kodiak 100	SET Kodiak 100
Rhein Flugzeugbau	FT 600	Rhein Flugzeugbau SET
Rockwell	AC 680T AC 690 series AC 900 series	Rockwell MET
Rockwell International	NA-265 series	NA265
RUAG Aerospace Services GmbH	Dornier 228: 228-100 228-200 228-101 228-201 228-202 228-212	D228
	Dornier 228: 228-212 NG	
Saab	SAAB SF340 series	SAAB340
Saab	SAAB 2000	SAAB2000
Short (Bombardier)	SC7 Skyvan	SC7Skyvan
Short Brothers (Bombardier)	SD3 - 30	SD3-30/60
	- 60	

Manufacturer	Aircraft model / name	Aircraft Type
Short Brothers (Bombardier)	SC5 Belfast	Belfast
SOCATA	TBM 700 A (TBM 700) TBM 700 B (TBM 700) TBM 700 C1 (TBM 700) TBM 700 C2 (TBM 700)	TBM SET
	TBM 700 N TBM 850	
	TBM 700 N TBM 850 G1000	
	TBM 700 N TBM 900	
	TBM 700 N TBM 910	
	TBM 700 N TBM 930	
SST Flugtechnik GmbH	EA 400 - Extra 400	SEP (land)
SST Flugtechnik GmbH	EA 400 - Extra 500	Extra500 SET
Sukhoi Civil Aircraft	RRJ-95B (Superjet 100)	RRJ95
Swearingen / Fairchild	226 T 226 T(B)	SA226/227
	226 AT 226 TC	
	227 TT	
	227 AC 227 AT 227 BC	



<b>Manufacturer</b>	<b>Aircraft model / name</b>	<b>Aircraft Type</b>
Thrush Aircraft Inc.	S2R turbo thrush	Snow/Ayres SET
Viking Air Limited	DHC-6 (Twin Otter) Series 400	DHC6
	DHC-6 (Twin Otter) Series 300	
	DHC-6 (Twin Otter) Series 200	
	DHC-6 (Twin Otter) Series 100	
Vickers-Armstrong	Vanguard	Vanguard
Vickers-Armstrong	Viscount	Viscount
Vulcanair S.p.A.	AP68TP-600 Viator	AP68TP-600
	AP68TP-300 ("Spartacus")	AP68TP-300
	SF600	SF600
	SF600A	SF600A

**7.6 Appendix 6 - Classification of Aircraft Type (Helicopter)**

**AIRCRAFT TYPE (HELICOPTER)**

<b>Manufacturer</b>	<b>Helicopter Model / Name</b>	<b>Aircraft Type</b>
Agusta Bell - SE Piston -	Agusta Bell 47G-2 Agusta Bell 47G-2A-1 Agusta Bell 47G-3B-1 Agusta Bell 47G- 4 Agusta Bell 47G-4A Agusta Bell 47J Agusta Bell 47J-2 Agusta Bell 47J-3	Bell 47
Agusta Bell - SE Turbine -	Agusta Bell 206 A Agusta Bell 206 B	Bell 206
	Agusta Bell 206 L	
	Agusta Bell 204	Bell 204/205/UH-1D
	Agusta Bell 205	
Agusta Bell - ME Turbine -	Agusta Bell 212	Bell 212/412
	Agusta Bell 412 Agusta Bell 412 SP	
Leonardo - SE Turbine -	A119 –A119 IDS	A119
	AW119MKII (Ke)	
	AW119MKII (Kx)	
Leonardo - ME Turbine -	A109 A A109 A II A109 C	A109
	A109 K2	
	A109 LUH	
	AB139 / AW139	



Manufacturer	Helicopter Model / Name	Aircraft Type
	A109E	AW109
	A109S	
	A109S Trekker	
	AW109SP	
	AW169	AW169
	AW189	AW189
Agusta Sikorsky - ME Turbine -	Agusta S-61 N 1	SK-61
Airbus Helicopters - SE Turbine -	SA 341 G -Gazelle SA 342 J -Gazelle	SA341/342
	SA 3180 – Alouette II SA 318 B– Alouette II SA 318 C– Alouette II SA 3130 – Alouette II SA 313 B– Alouette II	SA318/SE313
Airbus Helicopters - SE Turbine -	SE 3160 – Alouette III SE 316 B– Alouette III SE 316 C– Alouette III	SA316/319/315
	SA 319 B – Alouette III	
	SA 315 B – Lama	
	SA 360 – Dauphin	SA360
	SO 1221-Djinn	SO 1221
	EC 120B- Colibri	EC120B
	AS 350 (B, D, B1, B2, BA, BB) –Ecureuil	AS 350 / EC130

Manufacturer	Helicopter Model / Name	Aircraft Type
	AS 350 B3) – Ecureuil	
	AS 350 B3 Arriel 2B1) –Ecureuil AS 350 B3e) – Ecureuil	
	EC 130 B4 – Ecureuil EC 130 T2 – Ecureuil	
Airbus Helicopters - ME Turbine -	SA 330 F - Puma SA 330 G- Puma SA 330 J - Puma	SA 330
	AS 332 (C, C1, L, L1) –Super	AS 332 / EC 225
	AS 332 e (C1e, L1e) – Super Puma	
	AS 332 L2 – Super Puma	
	EC225 LP – Super Puma	
	EC175-B	EC175
	AS 355 E – Ecureuil AS 355 F – Ecureuil AS 355 F1– Ecureuil AS 355 F2– Ecureuil	AS355
	AS 355 N – Ecureuil	
	AS 355 NP– Ecureuil	
	SA 365 C – Dauphin SA 365 C1– Dauphin	SA365 C

Manufacturer	Helicopter Model / Name	Aircraft Type
	SA 365 C2– Dauphin SA 365 C3– Dauphin	
	SA 365 N – Dauphin 2 SA 365 N1 – Dauphin 2 SA 365 N2 – Dauphin 2	S365 / EC155
	SA 365 N3 – Dauphin 2	
	SA 365 N3+ – Dauphin 2	
	EC 155 B/B1	
Airbus Helicopters Deutschland GmbH  - ME Turbine -	BO 105 A BO 105 C BO 105 D BO 105 LS A-1 BO 105 LSA-3 BO 105 S BO 105 CBS	BO 105
Airbus Helicopters Deutschland GmbH  - ME Turbine -	MBB-BK117 A-1 MBB-BK117 A-3 MBB-BK117 A- 4 MBB-BK117 B-1 MBB- BK117 B-2  MBB-BK117 C-1	BK117
Airbus Helicopters Deutschland GmbH  - ME Turbine -	BK 117 C-2 BK 117 C-2e BK 117 D-2	EC145 (BK117)
	EC 135 P1 CDS /CPDS EC 135 P2 EC 135 P2+ EC 635 P2+  EC 135 P3 EC 635 P3	EC135/635

Manufacturer	Helicopter Model / Name	Aircraft Type
	EC 135 P3H EC 135 T1 CDS/ CPDS EC 635 T1 EC 135 T2 EC 135 T2+ EC 635 T2+ EC 135 T3 EC 635 T3 EC 135 T3H	
Bell Helicopters - SE Piston -	Bell 47 D Bell 47 G Bell 47 G-1 Bell 47 G-2 Bell 47 G-3 B-1 Bell 47 G-4 Bell 47 G-4A Bell 47 G-5 Bell 47 H-1 Bell 47 J Bell 47 J-2 Bell 47 J-2 A	Bell 47
Bell Helicopters - SE Turbine -	Bell 47 T Bell 47 T A Bell 204 Bell 205 A-1 Bell UH-1D Bell UH-1H Bell 206 A Bell 206 B Bell 206 B 2 Bell 206 B 3	Bell 47 T Bell 204/205/UH-1D Bell 206



Manufacturer	Helicopter Model / Name	Aircraft Type
	Bell 206 L Bell 206 L-1 Bell 206 L-3 Bell 206 L-4	
	Bell 407	Bell 407
	Bell 407GX	
	Bell 407GX <sub>i</sub>	
	Bell 214 B Bell 214 B 1	Bell 214
	Bell 505	Bell 505
Bell Helicopters - ME Turbine -	Bell 206 LT Twin ranger	Bell 206 LT
	Bell 212	Bell 212/412
	Bell 412 Bell 412 SP Bell 412 HP Bell 412 EP	
	Bell 412 EPI	
	Bell 214 ST	Bell 214 ST
Bell Helicopters - ME Turbine -	Bell 222 Bell 222 A Bell 222 B Bell 222 UT Bell 222 SP	Bell 222/230/430
	Bell 230	
	Bell 430	
		Bell 427
	Bell 429	Bell 429
Boeing-Vertol	Boeing 234 LR	BV 234

Manufacturer	Helicopter Model / Name	Aircraft Type
- ME Turbine -		
Brantly - SE Piston -	B-2 B-2B	Brantley B2
Breda Nardi - SE Piston -	Breda Nardi 269	HU 269
Breda Nardi - SE Turbine -	Breda Nardi 369	HU 369/ MD500N / 600N
Bristol Aircraft - SE Piston -	B-171-B	Bristol 171 B
Leonardo - ME Turbine -	EH101-510	EH101
Enstrom - SE Piston -	F-28A F-28C F-28C-2 F-28F F-28F-R 280 280C 280F 280FX	ENF 28
Enstrom - SE Turbine -	480 480B	ENF 480
Erickson Air- Crane Incorporated - ME Turbine -	S 64 F	S 64 F
Hélicoptères Guimbal - SE Piston -	Cabri G2	Cabri G2
Hiller - SE Piston -	UH 12 A UH 12 B	UH 12

Manufacturer	Helicopter Model / Name	Aircraft Type
	UH 12 E	
Hiller - SE Turbine -	UH 12 T	UH 12 T
Hughes / Schweitzer - SE Piston -	269 A 269 B 269 C 300 C 300 CB 300 CB i	HU 269
Hughes / Schweitzer - SE Turbine -	330 SP 333	SC 330
Kaman - SE Turbine -	Kaman K 1200	K 1200
McDonnell Douglas Helicopters - SE Turbine -	Hughes 369 D Hughes 369 E Hughes 369 FF Hughes 369 HE Hughes 369 HS	HU369 / MD500N / 600N
	MD 500 N (NOTAR) MD 520 N AMD500N	
	MD 600 N	
McDonnell Douglas Helicopters - ME Turbine -	MD 900	MD 900 / 902
	MD 902	
Ministry of Aviation Industry of Russia -ME Piston-	Kamov KA 26 D	KA 26 D
	Kamov KA 32 A	KA 32

Manufacturer	Helicopter Model / Name	Aircraft Type
Ministry of Aviation Industry of Russia -ME Turbine-	MIL Mi-8 MIL Mi 17 MIL Mi 171 MIL Mi 172	Mi 8
P.Z.L Swidnik, Poland - SE Turbine -	PZL SW-4	SW-4
P.Z.L Swidnik, Poland - ME Turbine -	MIL Mi-2	Mi 2
	PZL KANIA	KANIA
	PZL W-3	W-3 SOKOL
	PZL W-3A	
Robinson - SE Piston -	R 22 R 22 A R 22 B	R 22
	R 44 R 44 Raven R 44 Raven II	R 44
Robinson - SE Turbine -	R 66	R 66
Sikorsky - SE Piston -	S 55	S 55
Sikorsky - ME Turbine -	S 58	S 58
	S 76 A S 76 A+ S 76 A++	SK 76
	S 76 B	
	S 76 C	
	S76D	S76





<b>Manufacturer</b>	<b>Helicopter Model / Name</b>	<b>Aircraft Type</b>
	S76C+ S76 C++	
	S-61 N S-61 S	SK 61
	S-92 A	SK 92
Silvercraft - SE Piston -	SV 4	SV 4
Westland - SE Piston -	Westland Bell 47 G3 B-1	Bell 47
Westland Helicopters - SE Piston -	Westland S 55 Series 1	WHS 55
Westland Helicopters - SE Turbine -	Westland S 55 Series 3	