

A stylized paper airplane icon in shades of blue and grey is positioned above a dashed grey line that forms a curved flight path across the upper middle section of the cover.

CIVIL AVIATION DIRECTIVE – 8108

**VALIDATION TO A
SUPPLEMENTAL
TYPE CERTIFICATE**

CAAM PART 21 SUBPART E-1

CIVIL AVIATION AUTHORITY OF MALAYSIA

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Introduction

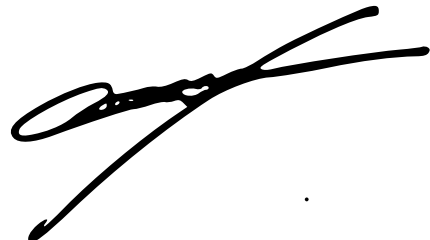
In exercise of the powers conferred by regulations 24O of the Civil Aviation Act 1969 [Act 3], the Chief Executive Officer Makes this Civil Aviation Directive (CAD) 8108 – Validation to a Supplemental Type Certificate (CAAM Part 21 Subpart E-1), pursuant to Regulation 24, 189 and 193 of the Malaysia Civil Aviation Regulation (MCAIR) 2016.

This CAD provides the procedures and requirements pertaining to a validation to a Supplemental Type Certificate and for any matters connected therewith.

This CAD 8108 – Validation To A Supplemental Type Certificate (CAAM Part 21 Subpart E-1) is published by the Chief Executive Officer under section 24O of the Civil Aviation Act 1969 [Act 3] and come into operation on 1st May 2021.

Non-compliance with this CAD

Any person who contravenes any provision in this CAD commits an offence and shall on conviction be liable to the punishment under section 24O of the Civil Aviation Act 1969 [Act 3] and/or under Malaysia Civil Aviation Regulation 2016.



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

Civil Aviation Directive components and Editorial practices

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

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

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

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

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.

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

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

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

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



Record of revisions

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

Rev No.	Revision Date	Revision Details	Initials



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1 General

1.1 Citation

1.1.1 These Directives are the Civil Aviation Directives 8108 – Validation to a Supplemental Type Certificate (CAAM Part 21 Subpart E-1) [CAD 8108], Issue 01/Revision 00, and comes into operation on 1st May 2021.

1.1.2 This CAD 8108 – Validation to a Supplemental Type Certificate (CAAM Part 21 Subpart E-1), Issue 01/Revision 00 will remain current until withdrawn or superseded.

1.2 Applicability

1.2.1 This CAD shall be applicable to a holder of a foreign Supplemental Type Certificate.

1.3 Revocation

1.3.1 This CAD, revokes Notice 8108 issue 1 dated 17 June 2020.

1.4 Definition

1.4.1 In this CAD, unless the context otherwise requires—

MCAR means Civil Aviation Regulations 2016;

Certifying Authority means the national aviation authority of the State of Design for the STC; and

STC means Supplemental Type Certificate.

2 Application For Issuance Of Validation to A Supplemental Type Certificate

2.1 CAAM may consider an application for validation to any category of supplemental type certificate subject to the following conditions—

- a) aircraft type/model has been approved or validated under regulation 23 of MCAR or has been previously issued with Malaysian Certificate of Airworthiness;
- b) STC is issued by the Certifying Authority;
- c) application is submitted through the Certifying Authority; and
- d) there is evidence of need by local operator to embody the Supplemental Type Certificate on Malaysian registered aircraft or on aircraft intended to be registered in Malaysian registry.

2.2 The submission shall consist of—

- a) an application form CAAM/AW/8108-01 to CAAM and accompanied by the prescribed fee;
- b) an evidence of need from local operator; and
- c) applicable technical data package that includes but not limited to the following—
 - 1) Supplemental Type Certificate;
 - 2) Certification Plan;
 - 3) Master Data/Drawing List/Approved Model List;
 - 4) Certification Compliance Documents;
 - 5) Instructions for Continued Airworthiness;
 - 6) Flight Manual Supplement (if applicable); and
 - 7) Any other document to support the validation.

Note : The above documents may be provided in electronic format or access granted to applicant data portal.

3 Validation Activity

3.1 The applicant shall demonstrate compliance to—

- a) the airworthiness standards that was accepted by CAAM for issuance of validation to Type Certificate; or
- b) for aircraft that has been previously issued with Malaysian Certificate of Airworthiness, the airworthiness standards specified in the Type Certificate of the aircraft; and
- c) the applicable design requirements prescribed in Civil Aviation Directives.

3.2 A Certification Review Paper (CRP) will be raised for any significant issue related to the certification of the design change or compliance to CAAM design requirements.

3.3 CAAM may require to perform on-site validation at the foreign STC holder facility or at a location where the STC will be embodied. The STC holder shall be responsible for the costs associated with the on-site validation visit.

3.4 In the case of used aircraft where the STC has been embodied, CAAM may require to perform on-site validation at the location of the aircraft. The operator shall be responsible for the costs associated with the on-site validation visit.

3.5 During the validation process, the applicant may be required to provide additional technical documents such as certification compliance report, engineering drawing or any other relevant documents.

4 Compliance Inspection

- 4.1 CAAM may perform compliance inspection to verify compliance with airworthiness requirements.

5 Issuance Of Validation

- 5.1 CAAM may issue validation to the STC, upon the completion of the validation activity and with the satisfactory resolution of all issues raised including closure of CRP (if applicable).

6 Validity Of Validation

- 6.1 The validation to STC shall remain valid subject to the following conditions—
- a) until cancelled or revoked by CAAM; or
 - b) the original STC is cancelled or revoked by Certifying Authority; or
 - c) the validation to Type Certificate is cancelled or revoked by CAAM.

7 Post Validation

- 7.1 STC holder shall provide—
- a) mandatory continuing airworthiness instructions to CAAM;
 - b) instructions for continuing airworthiness including its changes to all operators of a product incorporating the STC;

NOTE: STC holder should provide adequate access to the documents related to the airworthiness of aircraft on the Malaysian aircraft register.
 - c) a written permission to the operator to embody the STC;
 - d) notification to CAAM if there is any major significant changes to the STC before embodiment on future Malaysian registered aircraft; and
 - e) notification to CAAM on changes to organisation name or location.