

## TECHNICAL AIRWORTHINESS ADVISORY CIRCULAR



### DIRECTORATE GENERAL TECHNICAL AIRWORTHINESS MALAYSIAN STATE TECHNICAL AIRWORTHINESS REGULATION (MSTAR)

#### **MSTAR M – CONTINUING AIRWORTHINESS MANAGEMENT AND MSTAR 145 – REQUIREMENT FOR MAINTENANCE ORGANISATIONS DURING TRANSITION PERIOD**

#### **REFERENCE**

- A. Executive Brief Director General Technical Airworthiness (DGTA) to State Airworthiness Authority (SAA) dated 24<sup>th</sup> May 2024.
- B. TAAC-G-001 Revision: 0 - Transition of an Airworthiness Management System from Technical Airworthiness Management Manual (TAMM) to Malaysian State Technical Airworthiness Manual (MSTAM) dated 31<sup>st</sup> May 2024.
- C. TAAC-M-003 Rev. 1<sup>st</sup> Issue dated 17<sup>th</sup> October 2022.

#### **INTRODUCTION**

1. According to Reference A, State Airworthiness Authority (SAA) had approved the use of the new airworthiness framework MSTAM to replace TAMM.
2. The new airworthiness management framework formulated following the baseline European Military Airworthiness Requirements (EMAR) to align with international practices of aviation convention to oversight aviation safety.
3. The MSTAM consists of a general policy and requirements described under the Malaysian State Technical Airworthiness Program (MSTAP) and a set of implementing regulations for design, production, maintenance, training and personnel licensing described under the Malaysian State Technical Airworthiness Regulation (MSTAR).
4. The Technical Airworthiness Advisory Circular (TAAC) is a document issued by the Technical Airworthiness Regulator (TAR) that provide instructions and means for complying with technical airworthiness regulations.
5. This TAAC to inform all regulated community the implementation regulations and requirements under MSTAR M – Continuing Airworthiness Management and MSTAR 145 – Requirement for Maintenance Organisations.

## **PURPOSE**

6. This TAAC is intended to highlight the implementation plan and activities on complying of MSTAR M and MSTAR 145 by current holders and new applicants.
7. This TAAC explains the transition management for Continuing Airworthiness Management Organisation (CAMO) approval issued under TAO-M to CAMO Approval under MSTAR M, respectively.
8. This TAAC addresses the transition management of TAMM 2<sup>nd</sup> Edition Regulation 4 and Regulation 5 to the compliance of MSTAR 145.
9. This TAAC is intended to highlight the regulated community on detail application of MSTAR 145 during the transition period.

## **APPLICABILITY**

10. This TAAC for MSTAR M is applicable to:
  - a. State Aircraft Operator (SAO) that responsible for Configuration Item (CI) management of the whole aircraft.
  - b. SAO that holds Authorised Engineering Organisation (AEO) for CI management of the whole aircraft will now be subjected to MSTAR M.
  - c. Commercial Organisations that responsible for state registered aircraft continuing airworthiness management activities which has a previous approval under TAO-M shall comply to MSTAR M requirements.
  - d. New applicants applying for CAMO approval.
11. This TAAC for MSTAR 145 is applicable to:
  - a. SAO who responsible for maintenance activities of the whole aircraft including component, aeronautical product or any aircraft-related equipment.
  - b. State Register Aircraft Operator (SRAO) or Commercial Organisation who is contracted to operate the state-registered aircraft maintenance activities which has a previous approval under DGTA.
  - c. Commercial Organisation who responsible for maintenance activities to the aeronautical product and aircraft component which has a previous approval under Airworthiness Management System (AMS) - TAMM shall apply MSTAR 145 requirement upon Organisation Approval (OA) renewal.
  - d. SAO or Commercial Organisation who responsible for maintenance activities to the non-airborne equipment which has a previous approval under TAMM shall apply MSTAR 145 requirement upon OA renewal.
  - e. New application from SAO or SRAO or Commercial Organisations who seek to apply for OA under MSTAR 145.

## **EFFECTIVITY**

12. The instructions are effective upon receiving this TAAC. MSTAR M and MSTAR 145 documents are accessible via DGTA website <http://www.dgta.gov.my> (Publications and Forms – MSTAR).

13. SAOs that responsible for CI management of the whole aircraft to comply and implement starting from the date of this TAAC but not later than **31<sup>st</sup> May 2025**.

14. SAOs that currently hold AEO approval under TAMM for the scope of CI management of the whole aircraft shall continue under TAMM and to implement MSTAR M starting from the date of this TAAC but not later than **31<sup>st</sup> May 2025**.

15. Commercial Organisation that currently hold CAMO Approval under TAO-M shall continue and implement the transition based on requirement of MSTAR M starting from the date of this TAAC but not later than **31<sup>st</sup> May 2025**.

16. OA holder that holds approval under TAMM and the validity of the certification is earlier than **31<sup>st</sup> May 2025**, OA shall submit a new application under MSTAR 145 six (06) months prior to the validation due as stipulated in Reference B, Para 15 (b).

17. All OA under TAMM will be considered invalid after **31<sup>st</sup> May 2025**. Current OA holder shall apply MSTAR 145 six (06) months prior to the date which not later than **1<sup>st</sup> January 2025**.

18. The Maintenance Management Plan (MMP) shall be replaced by Maintenance Organisation Exposition (MOE) and will now be under MSTAR 145.A.70 respectively, effective on **1<sup>st</sup> June 2025**. MOE draft should be submitted to DGTA six (06) months prior to implementation date.

19. New application for OA shall be complied to MSTAR 145 requirement effective upon issuance of this TAAC.

## **MAINTENANCE AUTHORISING OFFICE (MAO)**

20. The MAO function according to TAMM requirement will be maintained during the transitional period until a specific TAAC been issued by DGTA detailing their roles and functions in the MSTAR environment.

21. The MAO shall sponsor a suitable organisation to be approved as CAMO/AMO. The MAO shall seek early advice from DGTA on the proposed scope and level statement for the sponsored organisation.

22. The Maintenance Authorising Office (MAO) shall promulgate these changes into necessary instruction for broader reach and records.

## CONDUCT OF AUDIT

23. The applicant of CAMO/AMO shall allow DGTA to conduct inspection on its facilities, personnel and records as required to satisfy DGTA that they comply to this TAAC.

24. CAMO current holders, all audits will be treated as Surveillance Audit using Audit Checklist based on MSTAR M.

25. AMO current holders, all audits will be treated as Surveillance Audit during the transitional period by using Audit Checklist based on TMM 2<sup>nd</sup> Edition Regulation 4 and Regulation 5.

## MSTAR M REQUIREMENT

26. **New Application.** New applicant for CAMO approval, SAO/SRAO/Commercial Organisations are required to:

- a. Nominate CAMO Post Holders for DGTA approval.
- b. Develop and submit Continuing Airworthiness Management Exposition (CAME) during application.
- c. Develop Aircraft Maintenance Programme (AMP) and submit it during application.
- d. Submit Aircraft Technical Log(s).
- e. Submit technical specification of Maintenance Contract (if applicable) with a MSTAR 145 AMO.
- f. Submit proof of authorisation from relevant MAO or Government of Malaysia, whichever is applicable.

## AIRWORTHINESS REVIEW CERTIFICATE (ARC) REQUIREMENT

27. The regulation and requirements for Certificate of Airworthiness (CoA) renewals will be referred to as Airworthiness Review Certificate (ARC) and stipulated in MSTAR M M.A.710 and M.A.901, respectively, starting from **1<sup>st</sup> June 2024**. The management of ARC will remain with no changes to the procedures for current CoA renewal applications.

28. For SAO/Commercial Organisation applying for ARC extension (formerly known as CoA Renewal) are required to:

- a. Submit an application form MSTAR M Form 15d to DGTA (Attention: Director General).
- b. Refer to MSTAR M M.A.710 - Airworthiness Review, M.A.901 - Aircraft Airworthiness Review and relevant AMC/GM.

## **PERMIT TO FLY REQUIREMENT (PTF)**

29. For SAO or Commercial Organisation applying for PTF, refer to MSTAR 21 Subpart P.

## **DESIGN ACCEPTANCE REPRESENTATIVE (DAR) REQUIREMENT**

30. The DAR function according to TAMM requirement will be taken over by Continuing Airworthiness Manager (CAM) and Maintenance Manager (MM). The details of roles and functions in the MSTAR M and MSTAR 145 as follows:

- a. Configuration Item (CI) Managements – CAM.
- b. Accident/Incident of the aircraft reporting – CAM.
- c. Authority of maintenance publications, instructions, orders and data – CAM.
- d. Re-use of aeronautical products involved in accidents – MM.
- e. Authority to the use of ground support equipment – MM.
- f. Authority to the use of test equipment in flight – MM.

## **MSTAR 145 REQUIREMENT**

31. **New Application**. For a new OA applicant, organisations are required to:

- a. Nominate Approved Maintenance Organisation (AMO) Post Holders for DGTA approval.
- b. Develop and submit Maintenance Organisation Exposition (MOE) during application.
- c. Provide Government of Malaysia formal instrument (if applicable).
- d. Submit an application form MSTAR 145 Form 2 - Application for MSTAR 145 for DGTA approval (Attention: Director General).
- e. Submit an application form MSTAR 145 Form 3 - Maintenance Organisation Approval Certificate application.
- f. Submit an application form MSTAR 145 Form 4 - DGTA Acceptance of Nominated Management Personnel for MOE.
- g. MSTAR 145 Forms can be accessed through DGTA portal via <http://www.dgta.gov.my>. (Publications and Forms).
- h. For AMO that have the capacity of training facility (Approved Maintenance Training Organisation (AMTO)), organisation should refer to MSTAR 147 for training organisation requirement.

- i. For personnel requirement and licensing, organisation should refer to TAAC-T-004 under MSTAR 66.
- j. For AMO who involve with the maintenance of Unmanned Aircraft System (UAS), organisation should refer to MSTAR UAS under requirement of UAS.20 and UAS.30 respectively.

### **ORGANISATION APPROVAL (OA) HOLDER FOR NON-AIRBORNE EQUIPMENT**

32. For current OA holder and new application for non-airborne equipment as stated in MSTAP Part 1 Chapter 2 Para 8, organisation should oblige to the respective regulation of MSTAR 145 not later than **31<sup>st</sup> May 2025**.

### **COMPLIANCE AUDIT**

33. DGTA shall conduct an audit to verify the compliance with this TAAC once and as required.

### **FACILITATION**

34. OA holder who seeks for the MSTAR M and MSTAR 145 compliance should facilitate DGTA audit team requirement throughout the audit processes.

### **ORGANISATION APPROVAL EXTENSION**

35. Temporary Approval is not applicable under MSTAM. For OA holders with AMO validity expired due to contract expiry or unavailability of government contract, the OA shall submit a request for extension to the DGTA with justification and supporting documents as such:

- a. Latest Internal Quality Audit (IQA) report with corrective action taken.
- b. Latest Management Review Meeting (MRM) addressing airworthiness issues.
- c. Latest organisation Safety Report.

### **REPORTING / RECORDING ACTIONS**

36. **Reports Required**. There is no mandatory reporting requirement on receipt of this TAAC.

37. **Recording Action**. A copy of this TAAC is to be retained in the applicable document management system records in accordance with applicable internal procedures.

38. **Point Of Contact.** The DGTA point of contact for this TAAC is Staff Officer 1 Maintenance Standard Technology (MST) for MSTAR M and Staff Officer 1 Joint Maintenance Regulatory (JMR) for MSTAR 145 of DGTA through email [dgta@mod.gov.my](mailto:dgta@mod.gov.my).

24 June 2024

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the bottom.

**DIRECTOR GENERAL  
TECHNICAL AIRWORTHINESS AUTHORITY**