

TECHNICAL AIRWORTHINESS ADVISORY CIRCULAR



DIRECTORATE GENERAL TECHNICAL AIRWORTHINESS

MALAYSIAN STATE TECHNICAL AIRWORTHINESS REGULATION (MSTAR)

REQUIREMENT OF AN AIRCRAFT MAINTENANCE PROGRAM (AMP) FOR STATE AIRCRAFT OPERATOR (SAO)

REFERENCE

- A. 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 31st May 2024.
- B. TAAC-M-004 Rev. 0 dated 24th June 2024.

INTRODUCTION

1. This TAAC is to address the respective regulated community for the application of Continuing Airworthiness Management Organisation (CAMO) based on the transition of TAMM to MSTAM.
2. DGTA had launched a new Airworthiness Management System (AMS), known as MSTAM which is following the EMAR framework and requirement. The details of the new regulatory requirement including the transition phase are described as in Reference A.
3. In accordance with Reference B, a respective regulated community is required to comply with MSTAR M requirements, including submitting an AMP for the new CAMO application. The AMP is a mandatory document which gathers all the maintenance program data to ensure the management of preventive, scheduled maintenance, life limited component, special servicing and reliability of the custodian aircraft.
4. During this transition, an operating organisation is expected to produce an AMP for the aircraft following the requirements of continuing airworthiness in MSTAR M. Thus, DGTA formulates a guideline to allow smooth transition from previous maintenance program to the AMP.

PURPOSE

5. This document is issued by the Technical Airworthiness Regulator (TAR) that provides advisory and acceptable means of compliance for technical airworthiness regulations. This TAAC is purposely to highlight the advisory as follows:
- a. The requirement for exemption of the AMP.
 - b. The guidelines for CAMO regarding the application of the exemptions.

ORGANISATION AFFECTED

6. This Technical Airworthiness Advisory Circular (TAAC) is applicable to the new CAMO applicants:
- a. SAO that responsible for Configuration Item (CI) management of the whole aircraft which will now subjected to MSTAR M.
 - b. SAO that holds AEO for CI management of the whole aircraft which will now be subjected to MSTAR M.

EXEMPTION REQUIREMENT

7. An Alternative Acceptable Means of Compliance (AltMoC), which is introduced under this TAAC, is intended to achieve the equivalent level of safety as far as reasonably practicable to address risk in maintaining the continuing airworthiness of the state aircraft.
8. The organisation which is subjected to MSTAR M compliance as stated in Para 6 shall provide and demonstrate the compliance requirement as follows:
- a. **An Approved Maintenance Program**. The Operating Organisation must established an approved document that used for maintenance program of the aircraft (e.g. Technical Equipment Maintenance Plan).
 - b. **The Latest Reviewed Of The Approved Maintenance Program Of The Aircraft**. The Operating Organisation shall provide the procedure of reviewing the Approved Maintenance Program and the evidence that the Approved Maintenance Program has been reviewed.
 - c. **Reliability Program**. The requesting organisation shall show the reliability program of the aircraft or any planning on maintaining the reliability of the aircraft.
 - d. **Service Bulletin (SB), Airworthiness Directives (AD) and Instructions of Continuing Airworthiness (ICA)**. The requesting organisation shall make available the management of the SBs and ADs and show the latest active list of SBs and ADs.
 - e. **Technical Publications**. The operating organisation shall provide the

management of the latest publication updates and submit the evidence of publication subscription to support the exemption.

EXEMPTION APPROVAL

9. The application of exemption shall be submitted not later than 31st May 2025 by the SAOs as per Para 6, providing and fulfilling with the requirement as stated in Para 8.
10. DGTA will evaluate the application once a complete submission is received for DGTA approval.
11. Once the exemption is approved, the approval shall be implemented the COA Renewal Audit by DGTA.

VALIDITY

12. This TAAC are valid until 31st May 2025.
13. For any extension of the validity shall be presented to DGTA by the requesting organisation with a justification and planning of developing the AMP.

7 August 2024

A handwritten signature in black ink, appearing to read 'Ali', with a large, sweeping flourish underneath.

**DIRECTOR GENERAL
TECHNICAL AIRWORTHINESS AUTHORITY**