

IMPORTATION OF AIRCRAFT INTO MYANMAR

1. Purpose

This notice provides information on the Department of Civil Aviation's Objectives, Regulations, and General Requirements for Myanmar Registration and Airworthiness Certification or acceptance of civil aeronautical products imported into Myanmar.

2. Responsibilities of Importer

- 2.1 Owners or intending Owners/ Operator of aircraft are hereby notified that Technical Documents and Engineering and Performance Data submitted to the DCA in support of the importation, operation and maintenance of aircraft on, or intended to be on the Myanmar Register of Aircraft will be *acceptable only if the information contained therein is expressed in the English language and in English terms and units*. Unless translated by an agency or person fully competent on technical terminology, such documents when written in a foreign language are susceptible to errors in translation which may lead to undesirable consequences in the later operation or maintenance of the equipment.
- 2.2 In the case of legal documents such as Type Certificate associated with related reports, Certificates of Airworthiness, Licences and Authorization, correct translation into English must be authenticated by the appropriate authority of the country of origin.
- 2.3 The importer of any aircraft into Myanmar shall, before arrival of the said aircraft, submit one copy of all Manufacturer's updated Publications pertaining to the Operation, Maintenance, Overhaul and Repair of the aircraft including Engines, Propellers and Equipments to DCA, Airworthiness Division. The importer shall make further arrangement for the supply of amendments to the above and Modification and Service Bulletins as and when published.
- 2.4 In the case of Commercial Transport aircraft for hire and reward, before certification, the owner will be obliged to provide the Airworthiness Division with full operational details. The obligation contained in paragraph 2.3, shall cease only when the aircraft is transferred to another owner resident on the Myanmar in which case the new owner shall be responsible for the continuation of supply of the technical publications and bulletins detailed. The obligation shall cease only when the aircraft has been remove from the Register of Civil Aircraft.

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- 2.5 Prior to issue of a C of R and C of A for an aircraft, which is the first of its type and model in excess of MTOW 5700 kg or a multi engine Rotor craft or an Airship or Balloon, DCA may decide that a technical team will visit the manufacturer or the last owner to evaluate the aircraft for compliance with Myanmar Requirements. Additionally, such an evaluation may also be required of other aircraft which have unusual design features or which are manufactured in a country whose aircraft have not previously been exported to Myanmar. The applicant will be required to meet the costs of sending Departmental personnel to foreign countries for this purpose.
- 2.6 Myanmar Certificate of Registration and Certificate of Airworthiness shall be issued/renewed after the Owner/Operator complies with all the applicable airworthiness requirements.
- 3. Airworthiness Directives (AD)** are issued by the State of Design and DCA. An AD is issued when an unsafe condition has been found to exist in a particular aircraft, aircraft engine, propeller, or appliance, and that condition is likely to exist or develop in other aircraft, aircraft engines, propellers, or appliances of the same type design. Once an AD is issued, no person may operate a product to which the AD applies except in accordance with the requirement of that AD.
- 4.** DCA does not issue airworthiness certificates nor grant airworthiness approvals, for aeronautical products which do not have a FAA or EASA Type Certificate or STC as described in Annex to this notice.
- 5.** DCA General Requirements for Registration and Airworthiness Certifications of aircraft to be imported into Myanmar are stated in the Annex to this notice.
- 6.** The Owner or Operator may not operate improved aircraft intends to be used under Myanmar AOC unless a qualified person, who shall have authorization to person maintenance on relevant specific aircraft type, determines that the aircraft complies with the Airworthiness Standards.
- 7.** When the aircraft has performed maintenance outside of Myanmar and the aircraft is not readily available for inspection, a qualified authorized person of Myanmar DCA approved Maintenance Organization shall determine and recommend for the issuance of airworthiness Certifications of the aircraft.

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Annex to Notice A/9

DCA General Requirements for Registration and Airworthiness Certifications of aircraft to be imported into Myanmar

(A) Requirements for issue of Myanmar Certificate of Registration.

The following documents are to be furnished to DCA _

1. Completed CA Form 56, application for Certificate of registration of aircraft signed by authorized person of Owner /Operator of aircraft, *together with appropriate fees.*
2. Document relating to deregistration of the aircraft from previous state of Registry.
3. Legal document relating to previous ownership of the aircraft.
4. Document relating to change of ownership, purchase contract etc.
5. Import Declaration signed by a Customs Officer that the customs duty eligible in respect of that aircraft has been paid.
6. All required documents prescribed in MCAR Part 47 as amended.
7. Prior to the issuance of Myanmar Registration certificate the aircraft must have an identification plate.

(B) Requirements for issue of Myanmar Certificate of Airworthiness.

1. **Noise and Emissions Requirements.** An aircraft must meet the noise standards stated in current Airworthiness Notice A/21, and the emissions standards must also be met to be eligible for Myanmar airworthiness certificate.
2. **Export Certifications.** An export certificate of airworthiness which contains the certification statement noted on the corresponding type certificate data sheet or a certification that the aircraft meets approved Type Design and is in a condition for safe operation. DCA expects that the aircraft will have been fully assembled and flight-tested and the engines and propellers will be performance tested, before the exporting authority, export certificate is issued.
3. **Design Standard acceptable for the Myanmar Certificate of Airworthiness.** The applicant must presents evidence to DCA to satisfy that the Aircraft imported meet the approved Airworthiness Standards in respect of Design, method of construction, equipment and performance etc. In this regard Airworthiness Design Standard contained in regulations issued by the Federal Aviation Administration (FAA) of the United States of America, including Title 14 Code of Federal Regulations (CFR) Parts 23, 25, 27, 29, 31, 33, 34, 35 and 36; or issued by European Aviation Safety Agency (EASA) of the European Union, including EASA Certification Specifications (CS) 23, 25, 27, 29, 31, 34, 36, -E and -P, respectively.

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5. **CA Forms.** The following completed CA Forms are to be furnished to DCA_
 - (i) CA Form 62 - application for issue of Certificate of Airworthiness, *together with appropriate fees.* (or)
CA Form 63 - application for validation of Certificate of Airworthiness for an aircraft of foreign construction, *together with appropriate fees. (If the previous C of A is valid)*
 - (ii) CA Form 175 - Aircraft Inspection Record.
6. **Survey.** The aircraft shall be made available to DCA for survey at suitable time and for such period as necessary prior to certification and the aircraft shall be prepared to permit access to its structure control system, Equipments and installations and such checks and tests of radio communication equipments as required by DCA shall be preformed.
7. **DCA inspections of a used aircraft** may be conducted to determine that changes or modifications have not been made and that the condition of the aircraft has not deteriorated subsequent to export certification by the exporting CAA. If the aircraft has been disassembled and reassembled subsequent to export certification by the exporting authority, flight test-is required prior to issuance of Myanmar airworthiness certificate.
8. **Logbooks and Maintenance Records.** Aircraft must be accompanied by the necessary logbooks, maintenance and alteration records to determine the status of required inspections, life limits, etc.
9. **Airworthiness Directives.** Maintenance records must show that the aircraft complies with all Mandatory Modification and ADs concern. The applicant should responsible to ensure that all applicable ADs are complied with and all major repairs and modifications carried out prior to importation are in accordance with approved data.
10. **Service History.**
 - (i) Used aircraft shall have a service history and which should be checked in prior and found to be satisfactory by Quality Department of Operator.
 - (ii) DCA may accept the history of used aircraft base on comments or recommendations by Quality Department of Operator.
 - (iii) The following minimum information shall be supplied in respect of each used aircraft for which Certificate of Airworthiness applied.
 - a) the total airframe hours since manufacture.
 - b) the total number of landings.
 - c) a statement describing the past operational uses of the aircraft including any special mission role.
 - e) a record of all major structural component changes such as those of wings, tail-plane etc. and the individual history of such components.
 - f) a records of all time controlled items.

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- g) a record of last overhaul or major check carried out.
- h) a record of all major repairs, including the nature of the damage in each case, e.g. corrosion, cracking, accidental damage, etc.
- i) accident clear statement by previous owner or a record of aircraft accident (*if any*)

11. Aircraft Radio Station for the Public Transport Category

- (i) The aircraft radio station shall comply with specification acceptable to DCA.
- (ii) Tests shall be performed to demonstrate the satisfactory function of all radio equipment.
- (iii) Particulars of aircraft radio approval certificate issued by the competent authority of State of Registry.

12. Documents

The following documents shall be produced thoroughly checked by Quality Department of Operator and furnished with recommendations to the DCA.

- (i) Aircraft delivery document or equivalent.
- (ii) Log books or equivalent records for the aircraft, engines and propellers.
- (iii) One copy of approved Flight Manual for individual aircraft.
- (iv) Weight and Balance record.
- (v) Recent Aircraft Flight Test Report.
- (vi) C of A, C of R and other related documents issued by the competent authority of previous State of Registry.
- (vii) In the case of an aircraft which is the first of its type and model to be imported to Myanmar, a type record or stress analysis summary showing, for all of the primary structure, design loads, dimensions, materials, strength, margins of safety, or static strength test reports when type approval was granted on the basis of such tests.

13. Manuals and Technical Data. Updated manuals and technical data related to imported aircraft shall be supplied to DCA, such as; Manufacturer's Approved Maintenance Planning Document (or) Schedule; Maintenance Manual; Maintenance Data; Overhaul Manual; Structural Repair Manual; Illustrated Parts Catalog; Wiring Diagram Manual; Engine Maintenance Manual; Engine Part Catalog; Engine Specification; Electronic Equipment Manuals; and any other technical manuals; ... pertaining to this type of aircraft.

(c) Special Requirements

No person may operate an aircraft in commercial air transport operations unless it is equipped with a high frequency (HF) communication system.