

**58th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Dhaka, Bangladesh
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AGENDA ITEM 3: AVIATION SAFETY

**ROADMAP TO FACILITATE GENERAL AVIATION GROWTH
IN MALAYSIA**

(Presented by Civil Aviation Authority of Malaysia)

INFORMATION PAPER

SUMMARY

This information paper aims to provide essential information on a roadmap designed to efficiently support and promote the general aviation sector in Malaysia. It is crucial to put into practice the suggested regulatory initiatives to not only enhance growth but also provide sustainability in the general aviation industry in Malaysia.

ROADMAP TO FACILITATE GENERAL AVIATION GROWTH IN MALAYSIA

1. INTRODUCTION

1.1 Looking back ten to fifteen years ago, there used to be a significant number of general aviation aircraft operating either commercially or for sport and recreational purposes. That number has reduced significantly in the past three years when the global aviation industry was adversely affected by the COVID-19 pandemic and the general aviation community in Malaysia was not spared by it.

1.2 General aviation in Malaysia has shown a positive shift in the path to recovery. However, coming out from COVID-19 crisis has its own emerging challenges, such as high operational costs e.g. fuel and from the airworthiness aspect the lack of support from continuing airworthiness management & maintenance organisations due to reduced technical capability and resources. One major challenge is sustainability for general aviation in showing continuing compliance with existing complex regulatory requirements. Currently general aviation aircraft is subjected to similar regulatory requirements as large commercially operated aircraft and such requirements are perceived to be complex especially for the lower end of general aviation aircraft that are operated for private and leisure flying.

2. DISCUSSION

2.1 The Civil Aviation Authority of Malaysia (CAAM) understands the importance of the role played by general aviation in the Malaysia aviation ecosystem. General aviation provides the entry level platform for aviation enthusiasts in particular for the younger generation to start their career in aviation as technicians and progressing up to become aircraft maintenance licence engineers and as trainee pilots that later on will move up to become holders of Private Pilot Licence (PPL), Commercial Pilot Licence (CPL) and eventually Airline Transport Pilot Licence (ATPL).

2.2 To address the emerging challenges, CAAM has taken regulatory initiatives to simplify its airworthiness regulatory system. Significant factors taken into consideration are small non-complex aircraft operating in a lower risk environment.

2.3 Regulatory initiatives that CAAM is taking are as follows:

1. Implement a combined approval system for small organisations handling non-complex aircraft (i.e. combine both continuing airworthiness management organisation approval (CAMO) and approved maintenance organisation approval (AMO) as one approval).
2. Simplifying design changes (modifications) and repairs to general aviation aircraft that may not require approval from CAAM.
3. CAAM will ensure regulatory requirements are fulfilled in line with the progressive changes and the introduction and/or adoption of new safety technologies to maintain and enhance safety of the aircraft.
4. Increase engagement with the general aviation community to promote and share safety information for a strong and healthy safety culture.
5. Establishment of a dedicated 'General Aviation Unit' in CAAM's Airworthiness Division that will focus on policy and regulatory matters on general aviation.

2.4 CAAM is committed to developing and implementing a simplified airworthiness system that fully corresponds with and is proportionate to the nature, risk and needs of general aviation community. This will reduce CAAM regulatory burden and at the same time empower the general aviation community to be part of the process to ensure a safe and sustainable future for general aviation in Malaysia.

3. ACTION BY THE CONFERENCE

- 3.1 The Conference is invited to note the information contained in this Paper.

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