

Civil Aviation Authority of Malaysia
SAFETY DIRECTIVE (SD)



Directive No:	<i>SD 01/2021</i>	Issuing Office: <i>Civil Aviation Authority of Malaysia Level 8, Galeria PJH, Persiaran Perdana, Presint 4, 62100 Putrajaya, Wilayah Persekutuan Putrajaya Malaysia.</i>
Issue Date:	<i>2 September 2021</i>	
Effective Date:	<i>2 September 2021</i>	
Related Reg:	<i>Civil Aviation Act 1969 [Act 3] Section 24P</i>	
Issue:	<i>01</i>	

OPERATIONS OF BOEING 737-8/-9 (MAX)

1 Citation

- 1.1 This Safety Directive is issued by the Chief Executive Officer (CEO) of the Civil Aviation Authority of Malaysia, as the Safety Directive (SD) 01/2021, in the exercise of the powers conferred by Section 24P of the Civil Aviation Act 1969 [Act 3]. CAAM is responsible, amongst other functions, to issue any safety directive relating to any aspect of safety or security in civil aviation.
- 1.2 This Safety Directive will remain current until withdrawn or superseded.

2 Applicability

- 2.1 This Directive is applicable to all operators utilising the Boeing model 737-8 and Boeing 737-9 aircraft to fly into, within and out of Malaysian airspace.

3 Definition

- 3.1 In this directive, unless the context otherwise requires –

Boeing 737 MAX means an aircraft model Boeing 737-8 and Boeing 737-9.

Operator has the same meaning assigned to it under the Civil Aviation Regulations 2016.

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4 Background

- 4.1 Following two fatal accidents of Lion Air Boeing 737-8 on 29 October 2018 and Ethiopian Airlines Boeing 737-8 on 10 March 2019, the Chief Executive Officer of CAAM, in the exercise of the powers conferred by Section 24P of the Civil Aviation Act 1969 [Act 3], issued Safety Directive on 13 March 2019 that prohibited operations of Boeing 737-8 into, within and out of Malaysian airspace.

5 Basis of Revocation

- 5.1 The United States Department of Transportation Federal Aviation Administration (FAA) issued a Rescission of Emergency Order of Prohibition on 18 November 2020 that paves the way for Boeing 737 MAX return to commercial service. Following the rescission, FAA also published an Airworthiness Directive (AD 2020-24-02) specifying corrective actions required before further flight.
- 5.2 In addition to the AD, the FAA also published a Continued Airworthiness Notification to the International Community (CANIC) identifying changes to maintenance and pilot training program. This is also notified through the FAA Safety Alert for Operators (SAFO) and Boeing 737 Flight Standardization Board Report (FSBR), revision 17.
- 5.3 European Union Aviation Safety Agency (EASA) has also published their AD and completed the Boeing 737 MAX Return to Service (RTS) requirements and certification in January 2021. Many other authorities/ICAO Contracting States around the world are adopting or adapting the FAA AD and progressively allowing the Boeing 737 MAX to return to service.
- 5.4 To date, 176 States have revoked their airspace prohibition on the operations of Boeing 737 MAX, of which 17 States reside in the Asian Region.

6 Revocation

- 6.1 CAAM has reviewed and validated all applicable FAA and manufacturer publications on the Boeing 737 MAX in relation to its return to service. Based on these and all other related factors, CAAM has conducted a safety risk assessment (SRA) for the return to service in Malaysia.
- 6.2 Upon completion of the reviews, validations and engagements with various stakeholders, CAAM is, with immediate effect, revoking the Safety Directive issued on 13 March 2019 that prohibited operations of Boeing 737-8 into, within and out of Malaysian airspace, subject to the applicable operators complying to the actions below.

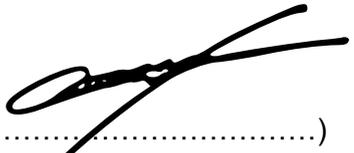
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7 Compliance Actions

7.1 Before the first commercial air transport flight performed by Boeing 737 MAX aircraft into, within or out of Malaysian airspace, operators shall:

- a) for **Malaysian operators**, implement all applicable elements contained in Federal Aviation Administration (FAA) Airworthiness Directive AD 2020-24-02, FAA Flight Standardization Board Report (FSBR) on pilot training and any applicable updates/directives issued by FAA from time to time; and
- b) for **foreign air operators**, implement all elements contained in Federal Aviation Administration (FAA) AD 2020-24-02, FAA Flight Standardization Board Report (FSBR) on pilot training and any applicable updates/directives issued by FAA from time to time, or where applicable, in an Airworthiness Directive and pilot training programme issued by the State of Registry that has the equivalent level of safety as the FAA AD and FAA FSBR.



(.....)

CAPTAIN CHESTER VOO

Chief Executive Officer

Civil Aviation Authority of Malaysia

2nd September 2021