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2 / 97
16 JAN

FILE : PTU/4/17 VOL. 6

PRIVATE PILOT LICENCE AEROPLANE (LANDPLANE), MICROLIGHT/HOMEBUILT/KITPLANE

1. INTRODUCTION

- 1.1 The objective of this Aeronautical Information Circular (AIC) is to give an overview of the licensing requirement for issuance of the PPL(A) Restricted and associated ratings to pilots of Microlight and Homebuilt/Kitplane aeroplane. These category of aeroplanes are under experimental category whereby the Airworthiness Division will issue only permit to fly document instead of Certificate of Airworthiness.
- 1.2 The implementation date for the Licensing requirements of Experimental aeroplane (EA) pilots detailed in these AIC is 1st. January 1997. With effect from this date the PPL(A) Microlight and Homebuilt/Kitplane will be issued with PPL(A) Restricted and to be classified as Experimental Aircraft.
- 1.3 The licence will be endorsed under Group 'A' with limitations and the aeroplane type endorsed at the endorsement column appropriately.

2. LICENCE PRIVILEGES

- 2.1 PPL(A) privileges are set out in Eight Schedule of the Civil Aviation Regulation 1996 (CAR). The holder of the licence may fly as pilot-in-command (PIC) of an aeroplane specified in the Aircraft Rating section of the licence provided that the licence contains a valid Medical Certificate and a valid Aircraft Rating. The Aircraft Rating is valid if a current Certificate of Test (C of T) or Certificate of Experience (C of E) is included

and a valid Aircraft Rating. The Aircraft Rating is valid if a current Certificate of Test (C of T) or Certificate of Experience (C of E) is included in the holder's flying log book for the Group and Class or Type of aeroplane to be flown.

2.2 The holder of a PPL(A) Restricted may not fly the aeroplane for the purpose of public transport or aerial work, except aerial work which consists of giving instruction in flying or conducting flying tests, and then only when the activity is carried out under the auspices of a club. He is not permitted to receive any remuneration for the services as a pilot except for the instruction or conducting of flying tests mentioned above.

2.3 Operational Limitations

A PPL(A) Restricted will be issued with operational limitations imposed with the following constraints on the licence holder:

2.3.1 Limitation No. 1: The licence will be valid only for flights within the Malaysian territory provided that it shall be valid for flight within territory of other Contracting States with the prior written permission of the appropriate authority of such States.

2.3.2 Limitation No. 2: No person in addition to the pilot shall be carried in the aeroplane other than a flying instructor in an aeroplane equipped with dual controls provided that where the pilot has gained not less than 30 hours experience on Experimental Aeroplanes, including not less than 10 hours as PIC and such experience has been entered in his personal flying log book and has been certified by a person authorised by the Authority in writing, to sign C of T or C of E in a Private Pilot's Licence, then this Limitation shall cease to apply.

2.3.3 Limitation No.3: No flight shall commence or continue unless:

- (a) the surface wind speed is less than 15 knots,
- (b) there is no cloud below 1000 feet above ground level over the take-off site and over the planned route including the landing site, and
- (c) the flight can be conducted in a flight visibility of not less than 9.3 km

2.3.4 Limitation No. 4: The aeroplane shall not fly further than 8 km from the take-off site. (This limitation can be lifted subject to DCA approval).

- 2.3.5 Limitation No. 5: No flight shall commence or continue at night.
- 2.3.6 Limitation No. 6: The aeroplane shall not fly over any congested area of a city, town or settlement.

3. AIRCRAFT RATING PRIVILEGES

- 3.1 An EA rating entitles the holder to act as PIC of all aeroplanes having a maximum total weight authorised not exceeding 750 kg and which is designed to carry not more than 2 persons.
- 3.2 As all EA are aeroplanes of a maximum weight authorised of less than 5700 kg they are also included in either Groups A or B. Licences including these Groups in the Aircraft Rating are therefore also valid on single - or multi-engined EA as appropriate. However, because of the variety of EA types and flight control systems, it is important that pilots undertake adequate conversion training with an EA flying instructor to qualify on each type of EA they intend to fly. Before a PPL holder with a Group A or B Aircraft Rating flies an EA with a weight-shift control system he should take and pass an Additional Control System Test (ACST) on a weight-shift Microlight conducted by an authorised examiner.

4. VALIDITY OF AIRCRAFT RATING

- 4.1 The validity of Aircraft Rating privileges is maintained by the inclusion in the pilot's personal flying log book of periodic C of T or C of E. Details of the requirements to be met for the inclusion of a C of T or C of E and their periods of validity are given in 8th Schedule of CAR.

5. MEDICAL REQUIREMENTS

- 5.1 An applicant for a PPL(A) Restricted must hold a valid Malaysian Class 1, 2 Medical Certificate or Declaration of Health. (Using Form No. DCA/PBT/1-Rev. 3/91)

6. FLYING EXPERIENCE REQUIREMENTS FOR INITIAL GRANT OF PPL(A) RESTRICTED

6.1 Flying Training

An applicant for a PPL (A) Restricted which includes an Aircraft Rating for EA only, shall produce evidence of having satisfactorily completed a course of training syllabus recognised by the Authority and pass a Flight Test. The syllabus of flying training must provide for a minimum of 30 hours of flight time in Experimental aeroplane including not less than 10 hours as PIC in the 9 months prior to the date of application.

7. FLYING TRAINING CONDITIONS

7.1 All flying training specified in paragraph 6 above must be carried out under the supervision of a flying instructor holding a valid AFI Rating or a FI rating on the type EA on which the training is conducted. Solo flying may only be carried out when the flying instructor is present at the take-off site at which the flight commences.

7.2 Flying Training should follow the dual training system for a two seat aeroplane or the solo training system for a single seat aeroplane.

8. THE GENERAL FLIGHT TEST

8.1 An applicant for a PPL (A) Restricted, to include an Aircraft Rating for EA only, will be required to pass a General Flight Test (GFT) conducted by a DCA authorised PPL Examiner in an EA. The content of the GFT is listed in appendix A.

8.2 Flight Test Arrangements

Microlight/Homebuilt aeroplanes flying training schools/clubs, the DCA and representative organisations will provide the addresses of PPL EA Examiner. The applicant may elect to be examined by a DCA Flight Examiner.

8.2.1 Candidates should arrange the date and time of the test with the chosen Examiner who will enter the result of successful tests on the application Flight Test Forms. After completion the form should be sent to DCA, Licensing Office for issuance of the licence.

8.2.2 The test will consist of a flight or series of flights of approximately 45 minutes in total, during which the candidate will be assessed on all appropriate items detailed in Appendix A.

8.2.3 GFT Pass Conditions

The whole of the Flight Test must be completed within a period of 28 days. A candidate who fails in any part of the Flight Test may be required to undertake further flying training before being accepted for re-test.

9. GROUND EXAMINATIONS

9.1 Applicants for a PPL(A) Restricted will be required to obtain a pass in each of the following subjects:-

- (a) Aviation Law; Flight Rules and Procedures
- (b) Navigation and Meteorology
- (c) Aircraft (General), and
- (d) Aircraft (Type) (Oral as Part of GFT - Pass/Fail)
- (e) Human Performance and Limitations (Jan 98)
- (f) Radio Telephony - Theory and Practical

9.2 The examinations in paragraphs 9.1 (a), (d) and (e) are to be taken for Microlight, (a) (b) (c) (d) (e) and are to be taken for HBA. Para 9.1 (f) is to be taken prior to cross country flight.

9.3 Passing all examinations above will qualify for full papers of PPL(A).

9.4 The written examinations will consist of multiple choice papers. In order to qualify, candidates must obtain not less than 70 per cent of the possible marks for each subject.

10. FLIGHT TEST AND GROUND EXAMINATION VALIDITY PERIODS

10.1 The Flight Test and Ground Examinations required for the issue of PPL(A) Microlight above must be completed within the period of time shown below before the date of application:

- (a) Ground Examinations - 12 months
- (b) Flight Test and Aircraft Type - 6 months

11. UPGRADING THE PPL(A) Restricted to PPL (A)

Candidate who wish to upgrade this licence to PPL (A) will be required to undergo a type rating test on certified aeroplane after being certified by Authorised Examiner and complete the navigation phase of PPL (A) syllabus. He is also to pass all the examination papers not taken earlier as para 9.1. Detailed conversion requirements are listed in appendix B.

12 APPLICATIONS

12.1 An application for the issue of a PPL(A) Restricted should include:

- (a) Personal Flying Log Book
- (b) Medical Certificate (DCA 7-MC-PIN. 1/91) or Declaration of Health (DCA/PBT/1 - Rev. 3/91);
- (c) Any other relevant Flight Crew Licence or Rating
- (d) Prescribed charge
- (e) Two passport size photographs

13 FLYING INSTRUCTOR RATING EA AEROPLANES

13.1 Flying Instructor Rating will be issued by the Department of Civil Aviation valid for EA only.

The minimum requirement for the issue of such rating will be :

- (i) Not less than 100 hours experience as pilot in command (P1/C) of aeroplanes of which 50 hours shall be on EA
- (ii) Not less than 100 hours experience as (P1/C) in a EA.
- (iii) Documented evidence of having completed courses of reputable standard and approved by the department.
- (iv) Pass a test conducted by a person authorised in writing by the Authority.

13.2 Initial issue and renewal of flying instructor rating EA.

- (a) Courses of training for flying instructors may only be carried out by flying instructors authorised by the DCA to conduct courses at a training organisation approve for this purpose.
- (b) At the completion of the approved courses of flying instructor training, the candidate is require to pass a flying test and examinations conducted by an authorised examiner.

13.3 Renewal

A pilot whose licence includes an Instructor Rating may not perform the functions of that rating unless it contains a certificate of test signed by a person authorised by the Authority to sign such certificates, confirming that the holder of the licence has within the period of 13 months preceding the date on which he performs the functions, EA Instructor's Rating.

13.4 Test and Examination Procedures

The procedures described below apply to instructors who hold PPL (Restricted) and Private Pilot's Licence.

- (a) The Department of Civil Aviation will nominate from time to time an organisation of reputable and acceptable standard for the approval of conducting training and testing scheme of all PPL (Restricted)

including instructor rating. Application for approval should be forwarded to Licensing Office, DCA.

- (b) Each examiner will be authorised by the DCA to conduct the test and examinations for the grant of flying instructor ratings, as well as the renewal of instructor rating and to sign associated certificates of test.

13.5 Application of Test

Flying Instructors holding Private Pilot's Licences

Private Pilots who are employed or wish to be employed as Flying Instructors require extension of their licence should apply to Licensing Office DCA.

13.6 Limitations to flying Instructors Ratings (Aeroplanes) and other requirements.

The basic syllabus of the instructor course of EA includes those subjects which form part of the syllabus of flight test and technical examinations for PPL (Aeroplanes) Except that it does not include instruction in instrument Flying, aerobatics or night flying.

13.7 Instructors holding Private Pilot's Licence (Aeroplanes)

Assistant Flying Instructors (Aeroplanes) and Flying Instructors.

- (a) Whatever Groups (A, B) a private pilot may hold in the aircraft Rating of his licence, an Assistant Flying Instructor Rating will authorise him to instruct only in the particular types within the Group(s) on which he has been tested and which have been individually endorsed by types in the Assistant Instructor Rating itself. However in the case of EA the AFI will be automatically be upgraded to the Full Instructor Rating.
- (b) If, the instructor wishes to instruct in the EA he must apply to the Department of Civil Aviation for the appropriate type endorsement form and pass the flight test on the type conducted. He must have completed at least 5 hours as Pilot in command on the type.

13.8 Time Limits

The course of training for the flying Instructor's Rating must be completed within a period of 6 months. The course of training and flight test and examinations for the rating must be completed within an overall period of 12 months.

14. EXAMINERS

- 14.1 The appointment of Authorised Examiners for PPL (Restricted) is made by the Department of Civil Aviation in consultation with the recommendations of the EA organisation.
- 14.2 Whether or not an organisation has his own Authorised Examiner will depend largely upon local requirements for tests and upon the qualifications and experience of the available instructors.
- 14.3 Examiners for the grant or revalidation of Flying Instructor Rating will be appointed by the DCA and are normally an experience instructor in EA aircraft. The Department examiners will from time to time conduct inspections and flight for the said purpose.

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APPENDIX A

PPL (A) GENERAL FLIGHT TEST

1. This syllabus lists all the items which should be covered during training and which will be examined during the GFT. It applies to the test for aeroplanes of Groups A, B and EA and the SLMG except where otherwise specified.
2. For single-seat EA the test will include all elements listed for the 2-seat aircraft, with the candidate being required to carry out the various manoeuvres to a set sequence in an area within the Examiner's field of view. The test may be split into a series of flights to enable the Examiner to re-brief the candidate for the next series of manoeuvres.
3. The GFT will cover the following items and the candidate will be required to demonstrate satisfactory standards of knowledge and handling in each.
 - 3.1 Preparation for Flight

Self briefing, weather suitability, aeroplane documentation, personal equipment check, weight and balance (calculate), weight and performance (calculate), fuel and oil state, aeroplane acceptability, ATC booking-out, and pre-flight inspection.
 - 3.2 Starting, Taxying and Power Checks

Pre-start checks, post-start checks, taxying techniques and power checks.
 - 3.3 Take-off

Pre-take-off checks (vital actions), assessment of cross-wind component, during the post take-off checks, normal take-off, and cross-wind take-off.
 - 3.4 Aerodrome Departure Procedures
 - 3.5 Climbing
 - 3.6 Straight and Level Flight
 - 3.7 Descending with Power/Flap

- 3.8 Turning
Level, climbing, descending, high angles of bank.
- 3.9 Stalling/Incipient Spinning/Unusual Attitudes
Checks before stalling/spinning; flight at $V_{sl} = 5$ kts and at $V_{sO} + 5$ kts in straight and level, climbing, descending, and turning flight; recognition of incipient stall, recovery from incipient stall, recognition of incipient spin - Group A, (EA dual only), recovery from incipient spin - Group A, (EA dual only) straight and level, turning, climbing, descending and approach configuration flight; recovery from a developed stall from straight, turning and approach configuration flight; recovery from a spiral dive; side-slips (Microlight dual only).
- 3.10 Forced Landings without Power (Groups A, EA only)
Checks, procedure, judgement.
- 3.11 Flight by Sole Reference to Instruments (Groups A and B only)
Straight and level, climbing and climbing turns, descending and descending and descending turns, turns on to specified headings, recovery to straight and level flight from climbing and descending turns.
- 3.12 Navigation/Orientation
Recognition of features, assessment of position.
- 3.13 Circuit joining Procedures
- 3.14 Circuit Procedure
- 3.15 Approach and Landing
Pre-landing checks (vital actions), assessment of cross-wind component, powered approach, flap-less approach, glide approach (Groups A, EA) short field landing, bad weather circuit, cross-wind landing, missed approach procedure, checks after landing.
- 3.16 Simulated Emergencies
Engine fire in the air/on the ground, cabin fire in the air/on the ground, engine failure after take-off, other simulated emergencies.
- 3.17 Airmanship/Awareness
Look-out, positioning (restricted airspace, hazards, weather), ATC liaison aerodrome discipline.
- 3.19 Action after Flight
Engine shut down, parking and securing aeroplane, recording of flight details.

APPENDIX B

1. FLYING REQUIREMENTS IN EA TOWARDS A PPL(A) GROUP A

1.1 Flying experience gained by the holder of a PPL (A) Restricted, may be counted towards the minimum flying experience requirements for the grant of a PPL (A) Group A. The holder of such a licence who wishes to qualify for a PPL (A) Group A will be required to :

- (a) present log book evidence of :**
 - (1) not less than 30 hours flying experience as pilot-in-command on EA with 3-axis flight controls; or**
 - (2) where it can be shown that the whole of the training for the PPL (A) EA was conducted in Microlight aeroplanes with 3 axis flight controls, 30 hours as pilot-in-command of Microlight aeroplanes;**
- (b) undertake not less than 18 hours as pilot on aeroplanes Group A, under the supervision of the holder of a valid Flying Instructor's Rating for Group A aeroplanes to include:**
 - (1) general handling, at the discretion of the flying instructor, to cover the whole of the general handling content of the syllabus being followed; and**
 - (2) not less than 2 hours stall/spin awareness and avoidance training, and**
 - (3) not less than 4 hours of instrument flying, including 1 hour instrument appreciation; and**
 - (4) not less than 4 hours solo pilot navigation training;**
- (c) complete in Group A aeroplanes (excluding EA)**
 - (1) not less than 4 hours solo general handling; and**
 - (2) not less than 4 hours solo navigation, including the qualifying cross-country flight;**
 - (3) not less than 9 hours dual instructions.**

- (d) pass the Navigation Flight Test (NFT). The NFT must be successfully completed before undertaking the qualifying cross-country flight;
- (e) pass the General Flight Test;
- (f) pass the appropriate ground examination in Navigation, and Meteorology, Aircraft (General) and Aircraft (Type);
- (g) hold at least a Class 2 Medical Certificate
- (h) pass Human Performance and Limitations (PPL ([A]))
- (i) Pay the appropriate fees