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FOOT LAUNCHED POWERED FLYING MACHINES (FLPFM) (POWERED PARAGLIDERS AND POWERED HANGLIDERS)

1. INTRODUCTION

- 1.1 The purpose of the circular is to advise other airspace users that this new type of flying machine that may be encountered anywhere in open (Class F or G) Airspace and also to advise FLPFM pilots on licensing requirements and limitations of the machines. It also to give recommended avoidance procedures for any such encounters.
- 1.2 The arrangements described in this circular for the operation of such FLPFM have been established with the specific intention of deregulating the activity as much as possible.

2. BACKGROUND

- 1 Powered parachutes have been flying in this country for several years and use a ram air para-wing to provide lift above a tricycle frame embodying the pilot's seat and a power unit driving a pusher propeller. They are classified as microlight, but with simplified licensing requirements if the pilot wishes only to fly such machines. The holder of the PPL (A) or PPL (A) Restricted can fly such an aircraft without additional training, but DCA warns that this is not recommended. The powered paraglider simplifies further by dispensing with the undercarriage and frame, the power unit being strapped direct to the back of the pilot. Such a device still comes within the definition of a microlight, but it is a machine of even more limited performance.
- 2.2 Additionally, some hang gliders can be fitted with small power units to permit self-sustained flight once launched.
- 2.3 Powered paragliders and the various other powered flying machines which are capable of foot launching in still air or light winds can be flown using a variety of canopies making airworthiness certification and aircraft registration difficult. At the same time, the DCA, in line with the government deregulation initiative, agreed that FLPFM do not warrant airworthiness or registration consideration beyond that which is currently applied to unpowered paragliders and hang gliders. However, the type and model is to be accepted by

DCA.

- 2.4 Because FLPFM is an aircraft by definition, a change in law will be required to remove the need for pilot licensing, airworthiness certification and registration. However, this process will take sometimes. As an interim measure, a PPL (A) Restricted will be issued to applicant with conditions as listed in Appendix A.

This Circular is issued for information, guidance and necessary action.

IR KOK SOO CHON
Director General
Department of Civil Aviation Malaysia

APPENDIX A TO
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FLPFM PILOT LICENCE – REQUIREMENT

1. Minimum age of 16 years.
2. In order to carry out the Theory and Skills test below, an appropriate training course shall be completed:
 - a. Familiarisation with equipment and controls.
 - b. Preparation – Met, forecast and appreciation thereof, downwind hazards check.
 - c. Pre-take off checks.
 - d. Take off in various conditions.
 - e. Level flight, climbing, descending, including fast climb and rapid descend.
 - f. Approach and overshoot from high and low levels.
 - g. Landing under varying conditions.
 - h. Failures and emergency procedures.
 - i. Fuel management.
 - j. Flight in winds greater than 12 knots.
 - k. Hazards awareness in flight.
 - l. Appreciation of controlled airspace.
 - m. Operation of steering mechanism.
 - n. Fuel handling safety during refuelling.
3. A theoretical knowledge examination will cover the following:
 - a. Basic theory of flight and aerostatic relating to FLPFM.
 - b. Type of FLPFM, accessories, cautions, etc.
 - c. The content of AIP, AIP Supplement, AIC, NOTAM and all other related flying documents.

- d. The rules, regulations, practices and procedure applicable to FLPFM.
 - e. Elementary aeronautical meteorology and obtaining met data.
 - f. The appropriate safe practice and emergency procedures.
4. Practical skill test covering:
- a. Perform normal ascent and manoeuvres under difficult conditions, with a degree of competency appropriate to FLPFM.
 - b. Prove the ability to operate steering mechanism and power plant.
 - c. The skill test must be demonstrated to a DCA Authorised Examiner or DCA Examiner.
5. Pass Medical check up with minimum of Class 2.
6. Prescribed documentary proof of all the above should be submitted to DCA. Upon approval, a PPL (A) Restricted will be issued, entitling the applicants to act as pilot-in-command of any FLPFM, only in VMC by day.