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# AIC

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**GROUND EXAMINATION:  
MIGRATION TO EASA PART-FCL FROM JAR-FCL EXAMINATION  
FOR DCA MALAYSIA FLIGHT CREW LICENSING (FCL) REQUIREMENTS**

**1. Introduction**

- 1.1 This Aeronautical Information Circular is issued in accordance with Section 24(o) of the Civil Aviation Act 1969.
- 1.2 This AIC sets forth a means that would be acceptable to Department of Civil Aviation (DCA) Malaysia for the purpose of complying with Regulation 41 of the Civil Aviation Regulations (CAR) 1996.

**2. Background**

- 2.1 United Kingdom Civil Aviation Authority (UK CAA) International, the examination service provider for DCA Malaysia, has migrated to the European Aviation Safety Agency (EASA) PART-Flight Crew Licensing (FCL) examination since July 2011 and has enforced the requirement since 8 April 2012, when EASA PART-FCL became effective. As the service provider to DCA Malaysia, its advice is for DCA Malaysia to follow suit and migrate from the previous Joint Aviation Regulation (JAR) - FCL examination. DCA Malaysia has set the target for full implementation of EASA PART-FCL based examinations by the **1 January 2013** after which JAR-FCL based examinations shall become obsolete.
- 2.2 EASA PART-FCL based examinations however have been made available in Malaysia since **September 2012**. The EASA PART-FCL examination shall be conducted through Online Computer Based Examinations or simply E-Examinations. The first centre for this examination shall be at the Malaysia Aviation Academy (MAvA) in Sepang. Training Organizations have also expressed interest in setting up similar centres especially for their own cadets. Once established, all processes with regards to registration, booking, payment and results for examinations shall be done through the online E-Examinations web portal.

### 3. Examination Paper Classification

3.1 DCA Malaysia issues various licences and ratings under the CAR 1996. The following are the licences and ratings issued by DCA Malaysia:

- a. Private Pilot Licence Aeroplane [PPL(A)];
- b. Private Pilot Licence Helicopter [PPL(H)];
- c. Commercial Pilot Licence Aeroplane [CPL(A)];
- d. Commercial Pilot Licence Helicopter [CPL(H)];
- e. Airline Transport Pilot Licence Aeroplane [ATPL(A)];
- f. Airline Transport Pilot Licence Helicopter [ATPL(H)]; and
- g. Instrument Rating (IR).

3.2 In order to qualify for a licence and rating, a candidate is required to pass a series of ground examinations. These ground examinations are classified into three (3) groups:

- a. Group 1 – DCA Local Papers;
- b. Group 2a – JAR-FCL based Papers (UK CAA International) – shall become obsolete after **31 December 2012**; and
- c. Group 2b – EASA PART-FCL based Papers (UK CAA International) – shall become officially effective on and after **1 January 2013** (though it has already been available and used since September 2012).

**Note 1:** *A candidate who has started on JAR-FCL based examinations but is unable to complete the whole examination under JAR-FCL by 31 December 2012 will be allowed to take equivalent subjects under EASA PART-FCL. However, prior written consent from DCA should be sought individually before approval is granted.*

#### 3.3 **Group 1:** DCA Local Papers

- All PPL Papers except VFR Communications;
- Air Law 1\*;
- Air Law 2\*; and
- Aircraft Type Technical (appropriate class/category).

**Note 2:** *\*Both Air Law 1 & 2 will remain as local papers and their fees remain unchanged as at present but they will be delivered electronically as e-examination similar to EASA PART-FCL papers.*

#### 3.4 **Group 2a:** JAR-FCL based Papers (UK CAA International) – is available until **31 December 2012**.

- Principle of Flight (POF) Aeroplane / Helicopter;
- Airframe (ATPL Only);
- Aircraft General Knowledge (CPL Only);
- Instrumentations (ATPL Only);
- General Navigation;
- Radio Navigation (ATPL Only);

- Meteorology;
- Flight Planning and Monitoring (ATPL Only);
- Flight Performance and Planning (CPL Only);
- VFR Communications;
- IFR Communications (ATPL Only);
- Performance (ATPL Only);
- Mass and Balance (ATPL Only); and
- Operational Procedures.

3.5 **Group 2b:** EASA PART-FCL based Papers (UK CAA International)- shall become officially effective on **1 January 2013** (though it has already been available and used since **September 2012**)

- 021 – A&S – Airframes and Systems;
- 022 – INST – Instruments;
- 031 – M&B – Mass and Balance;
- 032 – Perf A – Performance Aeroplane;
- 033 – FP&M – Flight Planning;
- 034 – Perf H – Performance Helicopter;
- 040 – HP – Human Performance and Limitations;
- 050 – MET – Meteorology;
- 061 – GNV – General Navigation;
- 062 – RNV – Radio Navigation;
- 071 – OPS P – Operations Procedures;
- 081 – PofF – Principles of Flight (Aeroplane);
- 082 – PofF – Principles of Flight (Helicopter);
- 091 – VFR – VFR Communications; and
- 092 – IFR – IFR Communications.

4. **With effect from 1 January 2013, all examinations for the purpose of issuance of DCA Malaysia Private (PPL), Professional (CPL and ATPL) licences and Instrument Rating, shall be a combination of Local Papers (Group 1) and EASA PART-FCL Papers (Group 2b).**

4.1 Private Pilot Licence (Aeroplane and Helicopter)

**Group 1**

- a. Air Law;
- b. Aircraft General;
- c. Navigation & Meteorology;
- d. HPL;
- e. Radio Telephony Practical; and
- f. Type Technical (appropriate class/category).

**Group 2b**

- a. VFR Communications.

4.2 Commercial Pilot Licence (Aeroplane and Helicopter)

**Group 1**

- a. Air Law 1;
- b. Air Law 2; and
- c. Type Technical (appropriate class/category).

**Group 2b**

- a. Airframes and Systems;
- b. Mass and Balance;
- c. Performance;
- d. Human Performance and Limitations;
- e. Meteorology;
- f. General Navigation;
- g. Operations Procedures;
- h. Principles of Flight; and
- i. VFR Communications.

4.3 Airline Transport Pilot Licence (Aeroplane and Helicopter)

**Group 1**

- a. Air Law 1;
- b. Air Law 2; and
- c. Type Technical (appropriate class/category).

**Group 2b**

- a. Airframes and Systems;
- b. Instruments;
- c. Mass and Balance;
- d. Performance;
- e. Flight Planning;
- f. Human Performance and Limitations;
- g. Meteorology;
- h. General Navigation;
- i. Radio Navigation;
- j. Operations Procedures;

- k. Principles of Flight;
- l. VFR Communications; and
- m. IFR Communications.

**Note 3:** *On successful completion of all examinations in Paragraph 4.3, a candidate shall be issued with a Frozen ATPL Certificate. This Certificate shall be used to gain an ATPL licence on meeting the flying hour and other requirements as described in DCAM FCL.*

#### 4.4 Instrument Rating (IR)

##### 4.4.1 Instrument Rating For PPL Licence

###### **Group 1**

- a. Instruments;
- b. Meteorology;
- c. Radio Navigation; and
- d. Communications.

**Note 4:** *PPL licence holder must have a minimum total of five hundred (500) hours [has had at least twenty five (25) hour Instrument Instructional time] before he can pursue an Instrument Rating (IR ground examination and Instrument Rating Test). This IR qualification under PPL licence shall NOT be used to qualify for IR under Professional Licence (however some flying credit may be allowed). Fee for each PPL IR paper is Ringgit Malaysia Seventy (RM 70.00) only.*

##### 4.4.2 Instrument Rating For Profesional (CPL/ATPL) Licence

###### **Group 2b**

- a. Instruments;
- b. Meteorology;
- c. Radio Navigation; and
- d. IFR Communications.

#### **5. Special Conditions With Regards To Licence Upgrade (CPL to ATPL)**

5.1 With effect from **1 January 2013**, a CPL licence holder **without a Frozen ATPL Certificate** shall be required to sit for the following papers for the purpose of upgrading to an ATPL.

###### **Group 1**

- a. Type Technical (appropriate class/category).

###### **Group 2b**

- a. Instruments;
- b. Flight Planning;
- c. Meteorology;

- d. General Navigation;
- e. Radio Navigation; and
- f. IFR Communications.

**Note 5:** *Those on Restricted CPL (normally issued to Flying Instructors in Flying Training Organizations) shall have to pass "Performance" in addition to the subjects in 5.1 unless he can provide proof of having passed the subject previously.*

## **6. Special Conditions With Regards To Frozen ATPL Certificate**

6.1 A Frozen ATPL Certificate once obtained shall have no expiry date provided the pilot has continuously:

- held a valid CPL licence; and
- involved in flying.

However, a continuous lapse of (non-flying) of more than five (5) years without practising the knowledge shall deem the Frozen ATPL status null and void. To regain the knowledge, the pilot shall have to sit the following Group 2b subjects:

- a. Instruments;
- b. Performance;
- c. Flight Planning;
- d. Meteorology;
- e. General Navigation; and
- f. Radio Navigation.

## **7. Special Conditions With Regards To Abridged Course**

7.1 Following the successful completion of flying training in other International Civil Aviation Organization (ICAO) Contracting States for which DCA Malaysia **does NOT provide special approval**, a pilot wanting to convert his licence to a Malaysian CPL (with Frozen ATPL) shall have to fulfil the requirements as per AIC 04/1995 and undergo an Abridged Course of thirty five (35) hours Multi Engine Conversion in an Approved Flight Training Organization (AFTO) and pass similar ground subjects as per paragraph 4.3 above.

7.2 If a candidate opts to convert his foreign CPL to a Malaysian CPL without having to undergo an Abridged Course, he shall have to sit and pass ground subjects as per paragraph 4.2 above. He would not have Frozen ATPL and shall have to accumulate in excess of five hundred (500) hours before he will be allowed to sit ground examination for ATPL upgrade as per paragraph 5 above in addition to Multi Engine Rating.

7.3 Following the successful completion of flying training in another ICAO Contracting States in which DCA Malaysia **provides special approval for**, a pilot wanting to convert his licence to a Malaysian CPL (with Frozen ATPL) shall have to pass the DCA Malaysia Air Law 1 & 2 examinations. Once he passes these local papers he shall be granted a Malaysian CPL (with Frozen ATPL) without any restrictions or limitations.

## **8. Special Conditions With Regards To Qualified Government Pilot (QGP)**

8.1 A QGP, having met the requirements in DCAM FCL, shall be considered for exemption from sitting the full set of CPL subjects. An exempted QGP shall sit for the following subjects for issuance of a CPL licence:

### **Group 1**

- a. Air Law 1;
- b. Air Law 2; and
- c. Type Technical (appropriate class/category).

### **Group 2b**

- a. Mass and Balance;
- b. Performance;
- c. Human Performance and Limitations;
- d. Meteorology;
- e. General Navigation; and
- f. Operations Procedures.

8.2 For an upgrade to an ATPL licence, a QGP shall be required to sit for the papers set forth in paragraph 5.1 above.

8.3 However, those QGP who have been granted exemption prior to 31 December 2009 and have already possessed a CPL licence shall retain the same privilege in terms of upgrading to an ATPL licence provided they can show proof of active flying. Those who received their exemption prior to 31 December 2009 but did not exercise the privilege nor have in possession a CPL licence after 31 December 2009 shall have to go through the same requirements as in paragraphs 8.1 and 8.2 above.

## **9. Special Conditions With Regards To Multi Pilot Licence (MPL) Holder**

9.1 A MPL holder having gained the licence from an approved organization by DCAM shall be required to sit for the following Group 2b subjects in order to upgrade to an ATPL licence:

- a. Instruments;
- b. Performance;
- c. Flight Planning;
- d. Meteorology;
- e. General Navigation; and
- f. Radio Navigation.

## 10. Examination Duration

10.1 The duration for **PPL ground examinations** are described as follows:

PPL Subject (Group 1 Papers)		Duration	Remarks
1	Air Law	30 minutes	DCA Paper
2	Aircraft General	30 minutes	DCA Paper
3	Navigation & Meteorology	1 hour	DCA Paper
4	HPL	30 minutes	DCA Paper
5	VFR Communications	See JAR/EASA PART-FCL	JAR or EASA Paper (Group 2b Paper)
6	Radio Telephony Practical	30 minutes	By appointment

**Note 6:** A PPL candidate has to pass his / her VFR communications paper first before an appointment can be made for the Radio Telephony Practical test.

**Note 7:** Radio Telephony Theory (local paper) ground examination subject is now only applicable to Licenced Ground Engineers that require a Radio Telephony Licence for aircraft towing and maintenance purposes.



10.2 The duration for **Professional Pilot Licence (CPL/ATPL) ground examination** is set as follows:

Subject			ATPL (A)	ATPL(H)	CPL(A)	CPL(H)
<b>Group 1</b>			<b>DCA PAPERS</b>			
1AL	AL1	Air Law 1	40 minutes			
2AL	AL2	Air Law 2	20 minutes			
TT	TECH	Type Technical (appropriate class/ category)	Varies based on individual aircraft			
<b>Group 2b</b>			<b>EASA PART-FCL PAPERS</b>			
021	A&S	Airframes and Systems	2 hours	2 hours	1:30 hours	1:30 hours
022	INST	Instruments	1:30 hours	1:30 hours		
031	M&B	Mass and Balance	1 hour	1 hour	1 hour	1 hour
032	Perf A	Performance (Aeroplanes)	1 hour		45 minutes	
033	FP&M	Flight Planning	2 hours	2 hours		
034	Perf H	Performance (Helicopters)		1 hour		45 minutes
040	HP&L	Human Performance and Limitations	1 hour	1 hour	45 minutes	45 minutes
050	MET	Meteorology	2 hours	2 hours	1:30 hours	1:30 hours
061	GNV	General Navigation	2 hours	2 hours	1:30 hours	1:30 hours
062	RNV	Radio Navigation	1:30 hours	1:30 hours		
071	OPS P	Operations Procedures	1:15 minutes	1 hour	45 minutes	45 minutes
081	PofF	Principles of Flight (Aeroplanes)	1 hour		45 minutes	
082	PofF	Principles of Flight (Helicopters)		1 hour		45 minutes
091	VFR	VFR Communications	30 minutes	30 minutes	30 minutes	30 minutes
092	IFR	IFR Communications	30 minutes	30 minutes		

## 11. Examination Rules and Procedures

- 11.1 The passing mark for PPL examinations is seventy percent (70%) except for HPL and VFR Communications (JAR/EASA PART-FCL) which is seventy five percent (75%).
- 11.2 The passing mark for ALL Professional (CPL and ATPL) licence examinations is seventy five percent (75%).
- 11.3 Each subject is allowed one **(1) plus three (3) re-sits [maximum four (4) attempts]**. This is absolute as the system (e-examination) will not facilitate further registration if a candidate has exceeded the limit **[after four (4) attempts]**.
- 11.4 A candidate shall have eighteen (18) months to complete the series of examinations starting from the actual sitting of the first exam.

- 11.5 If a candidate is unable to pass the series of examinations after four (4) attempts or within the periodic limit of eighteen (18) months, he shall be required to re-sit all the examination papers for the licence/rating sought after a grace period of three (3) months.
- 11.6 There is no grouping of subjects. The candidate and AFTO may choose to start and finish with any subject as it deems fit according to the individual program.
- 11.7 An AFTO candidate shall NOT be allowed to register individually. However in special cases, a waiver may be given but prior written consent with the appropriate reason(s) should be forwarded to DCA.
- 11.8 JAR-FCL based examination shall cease **by 31 December 2012**. Candidate who starts the course in JAR-FCL but is unable to complete the whole examination in JAR-FCL, shall have to continue the remaining paper(s) in EASA PART-FCL based examination after the **1 January 2013**. The candidate is allowed a maximum sitting [one (1) plus three (3)] on each EASA PART-FCL subject he/she has to sit in place of JAR-FCL paper. However, the period for completion of his/her course shall remain the same as previously agreed.
- 11.9 Should a candidate be unable to attend the examination due to illness, the total fees paid will be forfeited in accordance with the cancellation and transfer terms detailed in paragraph 12.3.4 below. A new application and payment shall be resubmitted. An explanatory letter accompanied by a medical certificate from a **Government Hospital/ Clinic** stating the candidate is unfit to sit for the examination without which his or her attempt number will be accrue.
- 11.10 Should a candidate be unable to attend the examination for any reason (other than due to illness) after the closing the date for applications, the total fees paid will be forfeited in accordance with cancellation and transfer terms detailed in paragraph 12.3.4 below. A new application and payment shall be submitted and the attempt number will accrue.
- 11.11 It is the responsibility of the AFTO and its examination department to monitor and record their cadets' number of sittings and examination results. These records will be verified for accuracy by the DCA Malaysia.
- 11.12 Applicants shall take the entire set of examinations for a specific Licence or rating under the responsibility of DCA Malaysia.
- 11.13 The successful completion of the theoretical knowledge examinations will be pre-requisite for the issuance of a Commercial Pilot Licence, CPL (with or without instrument rating), for a period of eighteen (18) months valid from the day when the pilot successfully completes the theoretical knowledge examination. In all, a candidate has a maximum of thirty six (36) months (absolute) valid from the day he sat for his first examination to gain his professional licence.
- 11.14 For the issuance of a Malaysian Professional Licence (CPL and ATPL), the pilots shall have to pass a mandatory local professional Air Law (Air Law 1 and Air Law 2) papers in addition to the EASA PART-FCL examination papers.
- 11.15 For the issuance of a Malaysian Private Pilot Licence (PPL), the requirement remains the same except the local subject Radio Telephony has been replaced by EASA VFR Communications.

- 11.16 The professional Air Law knowledge shall be invalid if the pilot has not been actively flying for more than five (5) years within Malaysia after which a re-sitting of the papers is mandatory.
- 11.17 Aircraft Type Technical paper of appropriate class/category/group is also mandatory for initial endorsement and for initial issuance of professional and private licence.
- 11.18 All other requirements with regards to licensing shall remain the same as stipulated in the Malaysian Flight Crew Licensing (FCL) Requirements.

## 12. Examination Fees & Payment Process

### 12.1 PPL and Flight Dispatcher Examinations

Refer AIC 04/2011 dated 12 Oct 2011

### 12.2 CPL/ CPL IR (Frozen ATPL) JAR-FCL Examinations

Refer AIC 04/2011 dated 12 Oct 2011

### 12.3 EASA PART-FCL Examinations (ALL ON-SCREEN EASA PAPERS)

#### 12.3.1 Professional Air Law & EASA PART-FCL Fees

Subject			ATPL (A)	ATPL(H)	CPL(A)	CPL(H)
1AL	AL1	Air Law 1	RM 20.00	RM 20.00	RM 20.00	RM 20.00
2AL	AL2	Air Law 2	RM 20.00	RM 20.00	RM 20.00	RM 20.00
021	A&S	Airframes and Systems	£90.00	£90.00	£90.00	£90.00
022	INST	Instruments	£90.00	£90.00		
031	M&B	Mass and Balance	£90.00	£90.00	£90.00	£90.00
032	Perf A	Performance (Aeroplanes)	£90.00		£90.00	
033	FP&M	Flight Planning	£90.00	£90.00		
034	Perf H	Performance (Helicopters)		£90.00		£90.00
040	HP&L	Human Performance and Limitations	£85.00	£85.00	£85.00	£85.00
050	MET	Meteorology	£90.00	£90.00	£90.00	£90.00
061	GNV	General Navigation	£90.00	£90.00	£90.00	£90.00
062	RNV	Radio Navigation	£90.00	£90.00		
071	OPS P	Operations Procedures	£90.00	£90.00	£90.00	£90.00
081	PofF	Principles of Flight (Aeroplanes)	£90.00		£90.00	
082	PofF	Principles of Flight (Helicopters)		£90.00		£90.00
091	VFR	VFR Communications	£90.00	£90.00	£90.00	£90.00
092	IFR	IFR Communications	£90.00	£90.00		

12.3.2 All EASA PART-FCL based examinations fees are required to be paid at the time of application by online credit card payment. Payments can be made prior to application by credit card or bank transfer. Further details can be obtained from:

<http://CAAiExams-DCAMalaysiaCandidate.aspeqexams.com>

12.3.3 The fees are payable to CAA International Ltd and include a Ringgit Malaysia Seventy (RM 70.00) DCA Malaysia administration charge with the exception of EASA PART-FCL Human Performance and Limitations where the DCA Malaysia administrative charge is Ringgit Malaysia Fifty (RM 50.00).

12.3.4 The following transfer and cancellation terms apply for the EASA PART-FCL papers:

Transfer Fee ( <b>attempts will not accrue</b> )	£0.00	Transfer made more than thirty (30) calendar days before the sitting date
	£30.00	Transfers made within thirty (30) calendar days before the exam sitting date
	£90 (full loss)	Transfers made within seven (7) calendar days before the exam sitting date
Cancellation Fee ( <b>attempts will not accrue</b> )	£0.00	Cancellation made more than thirty (30) calendar days before the sitting date
	£30.00	Cancellation made within thirty (30) calendar days before the exam sitting date
	£90 (full loss)	Transfers made within seven (7) calendar days before the exam sitting date
Did Not Sit (DNS) or Did Not Attend (DNA)	£90 (full loss)	DNAs fully chargeable and <b>attempts will accrue</b>
Medical/ Compassionate DNAs on appeal	£90 (full loss) unless otherwise agreed by the DCA Malaysia	Waiving fees on medical / compassionate grounds at the discretion of the DCA Malaysia and on official evidence of Illness.
Reviews	£90.00	Full £90.00 fee will be charged for all examination reviews to cover Subject Matter Expertise

12.4 The following transfer and cancellation terms apply for the Professional Air Law papers under E-Examination:

Cancellation Fee ( <b>attempts will not accrue</b> )	RM0.00	Cancellation made more than thirty (30) calendar days before the sitting date
	RM10.00	Cancellation made within thirty (30) calendar days before the exam sitting date
	RM20.00 (full loss)	Transfers made within seven (7) calendar days before the exam sitting date
Did Not Sit (DNS) or Did Not Attend (DNA)	RM20.00 (full loss)	DNAs fully chargeable and <b>attempts will accrue</b>
Medical/ Compassionate DNAs on appeal	RM20.00 (full loss) unless otherwise agreed by the DCA Malaysia	Waiving fees on medical / compassionate grounds at the discretion of the DCA Malaysia and on official evidence of Illness.
Reviews	RM20.00	Full RM20.00 fee will be charged for all examination reviews to cover Subject Matter Expertise

**13. Special Rules With Regards to Conversion to Malaysian Licence from ICAO Contracting States**

13.1 Foreign CPL to Malaysia CPL

**Group 1**

- a. Air Law 1;
- b. Air Law 2; and
- c. Type Technical (appropriate class/category).

**Group 2b**

- a. Airframes and Systems;
- b. Mass and Balance;
- c. Performance;
- d. Human Performance and Limitations;
- e. Meteorology;
- f. General Navigation;
- g. Operations Procedures;
- h. Principles of Flight; and
- i. VFR Communications.

13.2 Foreign ATPL to Malaysian ATPL

**Group 1**

- a. Air Law 1;
- b. Air Law 2; and
- c. Type Technical (appropriate class/category).

**Group 2b**

- a. Airframes and Systems;
- b. Instruments;
- c. Mass and Balance;
- d. Performance;
- e. Flight Planning;
- f. Human Performance and Limitations;
- g. Meteorology;
- h. General Navigation;
- i. Radio Navigation;
- j. Operations Procedures;

- k. Principles of Flight;
  - l. VFR Communications; and
  - m. IFR Communications.
- 13.3 Successful applicant for conversion of professional licence (CPL/ATPL), fulfilling this examination requirement in addition to DCA Malaysia FCL requirements shall mean that the licence issued will be without limitation.
- 14. This AIC replaces AIC 03/2009 dated 29 September 2009.**

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