
GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES
ANNEX 1 - PERSONNEL LICENSING (9th edition)

Reference	Difference
Chapter 2 Para 2.3.1.3.1	Malaysia in addition issues a PPL (restricted) for experimental aeroplanes / helicopters below 750 kg. Maximum take off weight, which can be granted with a minimum of 30 hours of flight training.
Chapter 2 Para 2.3.2.1	Malaysia renders valid flight crew licences of contracting states for private flights. The licence holder can receive remuneration for giving instruction and conducting a flight test when doing so as and a member of the same flying club.
Chapter 2 Para 2.11.1.2	Malaysia issue flight instructor rating appropriate to aeroplane and helicopters to PPL holders.
Chapter 3 Para 3.1.1	Malaysia does not issue flight navigator licence.
Chapter 4 Para 4.2.1.1	The Applicant shall be not less than 21 years of age.
Chapter 4 Para 4.3.1	All Air Traffic Controller in Malaysia are issued with a licence.

ANNEX 2 - RULES OF THE AIR (9th edition)

2.2	All flights shall be conducted in accordance with IFR during the hours between sunset and sunrise.
3.1.3	Vertical displacement is expressed in terms of flight levels at or above the transition level and in terms of altitude at or below the transition altitude.
3.3	Unless specified by Aerodrome Control Units in respect of local flying, flight plans shall be submitted for all flights. This procedure also applies to VFR flights.
4.1	Plane of division of notified height 900 M (3000 FT) above MSL is specified as at and above 3000 FT or below 3000 FT. No consideration is given to 1000 FT above terrain. The horizontal distance indicated in the Table relating to 4.1 are expressed in terms of nautical miles instead of statute miles and the equivalent metric distance is applicable.
Chapter 4 Para 4.4(a)	i) VFR flights shall not operate above FL150 in controlled airspace. ii) VFR flights shall not operate above FL250 in uncontrolled airspace.
5.2.2 & 5.3.1	The cruising levels prescribed are applicable only within controlled airspace at or above 3000 FT and in uncontrolled airspace at or above FL 250. Quadrantal Height Rule apply otherwise.

**PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT AND AIR TRAFFIC SERVICES
(DOC 4444 ATM/501)**

Chapter 4. Para 4.10.2	Within the Kuala Lumpur and Kota Kinabalu FIRs, a common transition altitude is fixed at 11000 FT (3350 M) and for flights at or below the transition altitude, the altimeter reference will be Area QNH and vertical displacement will be in terms of altitude.
Chapter 4. Para 4.10.2.2	Because of slight pressure changes, a common transition level is fixed at FL 130 in the Kuala Lumpur and Kota Kinabalu FIRs except for an area of 10 NM radius of Mt Kinabalu (Kota Kinabalu FIR) where the lowest safe altitude is 15000 FT (4570 M) and the lowest safe level is FL 170.
Chapter 4. Para 4.10.4.1	Information to determine lowest flight levels is available from MET on request through ATC.
Chapter 4. Para 4.10.4.4	Transition levels are not specified to aircraft in approach and landing clearances.

NON APPLICATION OF REGIONAL PROCEDURES (DOC 7030) MID/ASIA

RAC 2.1.2 3.1.1	Flights shall be conducted in accordance with IFR even when not operating in IMC within the areas defined in para 2.2.
RAC 2.1.2 3.1.1.4	Flights in uncontrolled airspace above FL150 may be conducted under VFR by day nevertheless it shall not operate above FL250.
RAC 2.1.9 7.1.1	Information regarding surface vessels is not available.

AIRCRAFT OPERATIONS - DOC 8168-OPS/611

Part I Section 4 Non-precision approach charts for Malaysian's airfields may not include the profile view depicting the procedure altitudes/heights and minimum altitudes/heights concept to address Control Flight into Terrain (CFIT)

Chapter 1
Para 1.5.1,
1.5.2

Part I Section 4 Unless stated, the non-precision approach charts for the Malaysian's airfields do not meet the optimum 5.2 per cent (3°) descend gradient for the final approach segment.

Chapter 5
Para 5.3.1.1

Part I Section 4 Published instrument approach procedures may not comply with the provisions of instrument flight procedure naming convention and charting aspects.

Chapter 9
Para 9.5

Part II
Section 4
Chapter 1
Para 1.1

Due to airspace limitations left hand holding patterns and their corresponding 'mirrored reflection' of the three - sector entry procedures- are permanently established over Alor Star (AT) Johor Bahru NDB - VOR/DME (JR/VJR), Kay Eil (KL), Kuantan Locator (KN), Batu Arang VOR (VBA) and Malacca (MC). Pilots are to comply with this procedures as ATC will not advise aircraft where such turns are required to be made to the left

ANNEX 3 - METEOROLOGICAL (17th edition Amendment 75)

Chapter 3
Para 3.5

The MWOs for Kuala Lumpur FIR and Kota Kinabalu FIR are not operational.

Chapter 4
Para 4.8

Volcanic activity observation not implemented

Chapter 5
Para 5.3.1

ADS not implemented.

Appendix 3
Para 2.1.1

METAR COR and SPECI COR are not issued.
Remark: Changing will involve change of system

Appendix 3
Para 4.1.2.1

In some airports, wind reports in meteorological stations and ATS are not from the same sensors.

Appendix 3
Para 4.3.2.2

Automated equipment for assessing RVR available to all aerodromes except in Ipoh, Kerteh, Simpang, Pulau Tioman, Kluang, Pulau Redang, Limbang, Lahad Datu and Kota Bharu.

Chapter 7
Para 7.4

The issuance of wind shear warnings only at Kuala Lumpur International Airport

ANNEX 4 - AERONAUTICAL CHARTS (11th edition Amendment 56)

Chapter 2 Para 2.14.2	In Malaysia, ATS Airspace Classification depicted on the chart are not shown.
Chapter 4 Para 4.2.1	The Aerodrome Obstacle Chart - ICAO Type B is not produced.
Chapter 8 Para 8.2	The Area Chart - ICAO is not produced.
Chapter 11 Para 11.10.2.7	An Obstacle Free zone is not indicated.
Chapter 11 Para 11.10.9	The data are not published in tabular form.
Chapter 12 Para 12.2	The Visual Approach Chart - ICAO is not produced.
Chapter 17 Para 17.2	The World Aeronautical Chart - ICAO 1:500 000 is not produced.
Chapter 18 Para 18.2	The Aeronautical Navigation Chart - ICAO is not produced.
Chapter 19 Para 19.2	The Plotting Chart - ICAO is not produced.
Chapter 20 Para 20.1	The Electronic Aeronautical Chart Display - ICAO is not produced.

ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS (5th edition Amendment 17)

Nil.

ANNEX 6 - OPERATION OF AIRCRAFT (8th edition of Part I)

Chapter 5 Para 5.1.2	Malaysia allows single-engined aeroplanes to be operated in conditions of weather and light, and over such routes and diversions therefrom, that permit a safe forced landing to be executed in the event of engine failure in IFR condition (day and night)
Chapter 9 Para 9.4.3.5	For Malaysia, the elapse time is 13 months.

ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS (5th edition)

Chapter 3 Para 3.2.5	Unmanned free balloons are not required to be registered.
Chapter 4 Para 4.1.2	Unmanned free balloons are not required to be registered.
Chapter 6 Para 6	Unmanned free balloons are not required to be registered.

ANNEX 8 - AIRWORTHINESS OF AIRCRAFT (9th edition)

Chapter 1 Para 1.1	No cut-off dates
Chapter 1 Para 1.2.1	Full adoption of FAR, JAR and BCAR design codes.
Chapter 1 Para 1.2.2	Full adoption of FAR, JAR and BCAR design codes.
Chapter 1 Para 1.2.3	Full adoption of FAR, JAR and BCAR design codes.
Chapter 1 Para 1.2.4	Full adoption of FAR, JAR and BCAR design codes.
Chapter 2 Para 2.1	Only applies to certified aircraft.
Chapter 3 Para 3.1	Applies to all aircraft
Chapter 3 Para 3.2.2	Full adoption of FAR, JAR and BCAR design codes.
Chapter 3 Para 3.2.4	Prior issuance of Certificate of Airworthiness is considered. New Certificate of Airworthiness is issued instead of rendering valid.
Chapter 4 Para 4.1	Only applies to certified aircraft.
Chapter 4 Para 4.2.1	Full adoption of FAR, JAR and BCAR design codes.
Part IIIA Chapter 1 Para 1.1.1	Full adoption of FAR, JAR and BCAR design codes.

ANNEX 9 - FACILITATION (10th edition)

2.5.2	Passenger manifests are required for persons travelling by air.
2.5	General Declaration is required
2.5.1	General Declaration conforms to format specifications with the exception of our requirement for Cargo manifest to be attached.
2.6	The name and positions of the crew members are required.
2.7	Passenger manifests are required.
2.24	As evidence that effective disinfecting had been carried out manually, used aerosol spray containers or any equivalent system should be suitably stored in aircraft and produced on arrival together with the recorded General Declaration.
3.1	Passenger Manifests are required for persons travelling by air.
3.5.7	Children aged 15 years and under do not require separate passports when accompanied by a parent provided particulars of the children are included in the passport of the accompanying parent. Children aged over 15 years are required to have separate passports.
3.7	Visa requirements have been relaxed for bona fide tourists visiting Malaysia for seven days for certain nationals. But such visitors should be in possession of firm return or onward booking before commencing the journey and no extension beyond the seven days will be given. When intending a stay of more than seven days in Malaysia they must obtain visas before proceeding to Malaysia. A personal appearance at the consulate for the issuance of the visa is necessary.

- 3.8.3 Unacceptable. Visas are normally issued for single entry within three months. Multiple entries and longer validity will be considered in exceptional cases.
- 3.8.6 In Malaysia, a resident alien requires Re-entry Permit and Re-entry Visa for return to Malaysia. A resident of Commonwealth citizen in Malaysia requires a Re-entry Permit to return to Malaysia.
- 3.10 The requirement of Disembarkation Cards is statutory. Particulars additional to those in the format set forth in Appendix 5 are required, viz. flight number, intended address during stay and purpose of entry.
- 3.14 In Malaysia, Identity Documents (Passports) are examined by both Police and Immigration Officials at times of entry. At times of departure an Immigration Official examines Identity Documents (Passport).
- 3.24 A flight crew member is required to present his Identity Document i.e. Passport and obtain a Landing Pass, if he wishes to leave the precincts of the Airport.
- 3.25 A flight crew member travelling as a passenger by any means of transportation in order to join an aircraft, requires Identity Documents i.e. Passports, and Visas, where required unless arriving by air to join another aircraft and, without leaving the precincts of the airport.
- 3.26 Ground and flight personnel of foreign airlines performing supervisory and technical duties based in Malaysia require a Work Permit/Employment Permit before arrival.
- 3.34 Not acceptable.
- 4.11 Individual documents are required.
- 4.25 Duty is waived only if the goods qualify for exemption.
- 4.26 Documentation is required.
- 4.57.1 Unaccompanied baggage is treated as cargo, when collected by passenger personally, an oral declaration is acceptable.

ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS VOL. I (4th edition)

Nil

ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS VOL. II (5th edition)

- 5.2.1.6.5 After contact has been established, the identification of the aircraft is used by both the ground station and the aircraft in all ATS communications.

ANNEX 11 - AIR TRAFFIC SERVICES (13th edition)

- Para 2.10.3.2.2 KL TMA has a lower limit of 4000 FT. (within lateral limits of CTR). Most other control areas have a lower limit that complies with VFR cruising levels of Appendix 3 (Annex 2).
- Para 2.18.1 NOTAM requirement in Malaysia is 48 hrs or 72 hrs prior to commencement of activities, which is less than the required 7 days in Annex 15.
- Para 3.6.2.4 No requirement imposed for the accepting unit to notify the transferring unit.
- Para 6.3.1.2 Standby sets are non-recordable (walkie-talkie).
- Para 7.1.3.6 Wind shear information services are provided at the KLIA only.
- Para 7.1.4.3 Aerodrome control towers are equipped with surface wind indicators but the readings may not correspond to the readings provided by the Meteorology station if they are made at a different location.
- Para 7.1.46 Wind shear information services are provided at KLIA only.

ANNEX 12 - SEARCH AND RESCUE (6th edition)

Nil.

ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (8th edition)

Nil.

ANNEX 14 - AERODROMES(2nd edition)

Nil.

ANNEX 15 - AERONAUTICAL INFORMATION SERVICES (13th edition Amendment 36)

Chapter 3 Malaysia does not have a documented Quality System.
Para 3.2.1

Chapter 4 Malaysia do not produced:
Para 4.1.3 d) Aerodrome Terrain and Obstacle Chart - ICAO (Electronic);
i) Precision Approach Terrain Chart - ICAO.
l) Visual Approach Chart - ICAO.

Chapter 5 At least 48 hours advance notice shall be given of the activation of established danger, restricted or
Para 5.1.1.4 prohibited areas and of activities requiring temporary airspace restrictions other than for emergency operations.

Chapter 5 NOTAMs are issued in 2 series (A & D). All NOTAM are given International distribuion.
Para 5.3.3

Chapter 5 All NOTAMs are given International Distribution.
Para 5.3.31

Chapter 5 All NOTAMs are given International distribution
Para 5.3.4.1

Chapter 10 Malaysia does not have an Electronic Terrain and Obstacle Data.
Para 10.1

**ANNEX 16 - ENVIRONMENTAL PROTECTION
VOL. I AIRCRAFT NOISE (3rd. edition)**

Chapter 1 The Statement Attesting Noise Certification (SANC) issued by DCA only partially contained the required
Para 1.4 information stated in Annex para 1.4.i.e.:-
Item (a)
Item (b)
Item (c) - part of it
Item (e)

Chapter 1 CAR 1996 Reg. 87 (1). Only has provision for the 1st part of Annex 16 para 1.7 statement relating to
Para 1.7 suspension or revocation.
However, CAR 1996 Reg. 87 (1) does not contain provision to address the 2nd part of the Annex 16 para 1.7 statement where the State of Registry shall not remove the suspension of a noise certification or grant a new noise certification unless the aircraft is found, on reassessment, to comply with the applicable noise Standards.

**ANNEX 16 - ENVIRONMENTAL PROTECTION
VOL. II AIRCRAFT ENGINE EMISSIONS (2nd. edition)**

Part III Not Implemented
Chapter 1
Para 1.3

Part III Not Implemented
Chapter 1
Para 1.4

**ANNEX 17 - SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF
UNLAWFUL INTERFERENCE (6th edition)**

Nil.

ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (2nd edition)

Nil.

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