



Civil Aviation Authority of Malaysia
CIVIL AVIATION CIRCULAR (CAC)

Date: 12/07/21
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| CAC REFERENCE NUMBER: | CAC 03/2021 |
| APPLICABILITY: | FLIGHT OPERATIONS |
| EFFECTIVE DATE: | 12/07/2021 |
| DOCUMENT EFFECTED: | CAD 1 – PEL |

Revised CAD 1 – PEL requirements

1 INTRODUCTION

- 1.1 This Civil Aviation Circular (CAC) is issued by the Chief Executive Officer (CEO) of the Civil Aviation Authority of Malaysia, as CAC 03/2021, in exercise of the powers conferred by section 24o of the Civil Aviation Act 1969 [Act 3].
- 1.2 A CAC is a legally binding document that supersedes current published standards, requirements, procedures, or guidelines in the CADs or CAGMs.
- 1.3 The standards, requirements, procedures, or guidelines stated in this CAC will be incorporated into the relevant CADs or CAGMs in the next planned revision cycle.
- 1.4 Without prejudice, any revision(s) in this CAC is only applicable to the aforementioned chapter or paragraph of the CAD or CAGM related herewith thereto.

2 CAD 1 – PEL: Extension of privileges from single-engine to multi-engine helicopters

- 2.1 Para 2.7.2.7 shall read as follows:

Helicopters only. Holders of an IR valid for single-engine helicopters who intend to extend for the first time the IR privileges to multi-engine helicopters shall complete:

- a) a training course at an ATO comprising at least 5 hours dual instrument instruction time, of which 3 hours may be in an FFS or FTD 2/3 or FNPT II/III; and
- b) section 5 of the skill test in accordance with Appendix 4 of this CAD on multi-engine helicopters.

- 2.2 **Reason for change:** This addition has been included due to it being inadvertently removed as the Personnel Licensing directives were migrated from Flight Operations Directive to Civil Aviation Directive.



3 CAD 1 – PEL: FSTD credit for CPL experience requirement (Aeroplane)

3.1 Para 2.4.3.1.1 shall read as follows:

The applicant shall have completed not less than 200 hours of flight time, as a pilot of aeroplanes. CAAM will determine whether experience as a pilot under instruction in a FSTD is acceptable as part of the total flight time of 200 hours. Credit for such experience shall be limited to a maximum of 20 hours, or a maximum of 40 hours if completed during a course of approved training.

3.2 **Reason for change:** This requirement is revised to be in line with the FSTD credit requirement in Appendix 7 section A.

4 CAD 1 – PEL: CPL/IR (Frozen ATPL) integrated course – Aeroplanes

4.1 CAD 1 – PEL Appendix 7 section A has been revised and is available in Attachment A of this CAC.

4.2 **Reason for change:** The integrated course programme has been revised after multiple engagement with the industry. The main highlights are below:

- a) The removal of MCC training. This requirement is fulfilled in an initial type rating training course, more often conducted in TRTOs. This can be found in CAD 1 – PEL Appendix 12 paragraph 1.1 (d). MCC training is required for any multi-pilot operations (including single-pilot certificated aeroplane used for commercial air transport operations).
- b) Inclusion of 10 hours FNPT II credit for multi-engine aeroplane training.
- c) Reduction in instrument hours requirement from 115 hours to 100 hours.

5 INCORPORATING CHANGES INTO CADs AND/OR CAGMs

5.1 FTOs are advised to resubmit a new syllabus to account for this new requirement by 30th September 2021.

5.2 The changes stated in this CAC will be incorporated into the next revision of the applicable CADs and/or CAGMs.

(Captain Chester Voo Chee Soon)
Chief Executive Officer
Civil Aviation Authority of Malaysia



6 Attachment A

A. CPL/IR (Frozen ATPL) integrated course – Aeroplanes

General

- 1 The aim of the CPL/IR (Frozen ATPL) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.
- 2 An applicant wishing to undertake a CPL(A)/IR (Frozen ATPL) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
- 4 The course shall comprise:
 - a) theoretical knowledge instruction to ATPL(A) knowledge level;
 - b) visual and instrument flying training; and
 - c) UPRT in accordance with CAGM 1008 – UPRT and ICAO Doc 9868 PANS-TRG unless applicants have already completed this training course before starting the CPL/IR (Frozen ATPL) integrated course.
- 5 An applicant failing or unable to complete the entire CPL/IR (Frozen ATPL) course may apply to CAAM for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

Theoretical Knowledge

- 6 A CPL(A)/IR theoretical knowledge course shall comprise at least 750 hours of instruction.

Theoretical Knowledge Examination

- 7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an ATPL(A).



Flying Training

- 8 The flying training, not including type rating training, shall comprise a total of at least 200 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 200 hours, applicants shall complete at least:
- a) 95 hours of dual instruction, of which up to 40 hours may be instrument ground time;
 - b) 70 hours as PIC, including VFR flight and instrument flight time which may be flown as SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
 - c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
 - d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least:
 - 1) 1 hour of cross-country navigation;
 - 2) 5 solo take-offs; and
 - 3) 5 solo full stop landings;
 - e) 100 hours of instrument time comprising, at least:
 - 1) 20 hours as SPIC;
 - 2) 3 hours UPRT flight instruction, in accordance to CAGM 1008 – UPRT and ICAO Doc 9868 PANS-TRG; and
 - 3) 50 hours of instrument flight instruction, of which up to:
 - i) 25 hours may be instrument ground time in an FNPT I, or
 - ii) 40 hours may be instrument ground time in an FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.
 - f) 35 hours in a multi-engine aeroplane (of which up to 10 hours may be conducted in a FNPT II) which:
 - 1) is certificated for the carriage of at least 4 persons; and
 - 2) has a variable pitch propeller and retractable landing gear.



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Skill Tests

- 9 Upon completion of the related flying training, the applicant shall take the CPL(A) skill test on a single-engine and a multi-engine aeroplane and the IR skill test on a multi-engine aeroplane.