

	<b>Civil Aviation Authority of Malaysia</b>  <b>CIVIL AVIATION CIRCULAR (CAC)</b>	Date: 21/05/21 Ref No: CAC 01/2021
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<b>REFERENCE NUMBER:</b>	CAC 01/2021
<b>APPLICABILITY:</b>	FLIGHT OPERATIONS
<b>EFFECTIVE DATE:</b>	21/05/2021
<b>DOCUMENTS EFFECTED:</b>	CAD 1 – PEL CAD 6 Part 1 – CAT (Aeroplane) CAD 6009 – CC CAGM 6004 – AOC CAGM 1001 – FCL

**CONFLICTING OR INSUFFICIENT INFORMATION IN CADs AND CAGMs PUBLISHED ON 1<sup>ST</sup> APRIL 2021.**

**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 01/2021, 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 by way of revision into the relevant CADs or CAGMs accordingly in the next planned revision cycle. This will revoke this CAC.
- 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: ENGLISH LANGUAGE PROFICIENCY TEST (ELPT) VALIDITY**

- 2.1 Paragraph 1.2.9.6 shall read as follows:

*“Each ELPT shall be valid until the end of the month which the evaluation is done, three (3) years or six (6) years later subject to the level obtained by the candidate. The demonstration of English language proficiency shall be done through a method of assessment established by an organisation approved by CAAM.*

*e.g. If the candidate performs an ELPT on the 5th January 2018 and obtains an Operational Level (Level 4), the validity will expire by 23:59 hrs of 31 January 2021.”*

- 2.2 **Reason for change:** Para 1.2.9.4 and 1.2.9.5 of CAD 1 – PEL states the evaluation intervals of English language proficiency for each level. However, there is insufficient information regarding the expiry date of the required intervals.



### 3 CAD 1 – PEL: FI RENEWAL REQUIREMENTS

3.1 Paragraph 2.1 in Appendix 11 of CAD 1 – PEL shall read as follows:

*“A Flight Instructor certificate is valid for three (3) years expiring on the last day of the month.”*

3.2 **Reason for change:** The parts relating to the renewal requirements within 12 months has been removed as it conflicts with the note regarding the expiry dates.

3.3 The following parts in Appendix 11 of CAD 1 – PEL:

- a) paragraph 1.4 d) 1),
- b) paragraph 2.3 a) 2),
- c) paragraph 2.3 b) 2),
- d) paragraph 2.4 b) 1),
- e) paragraph 2.5 a) 2),
- f) paragraph 2.5.1 a) 2),
- g) paragraph 2.6 a) 1),
- h) paragraph 2.6.1 a) 1), and
- i) paragraph 2.7 a) 2)

shall read as follows:

*“completed relevant parts of the FI course”*

3.4 Paragraph 2.8 in Appendix 11 of CAD 1 – PEL shall read as follows:

*“FI(3) Renewal after expiry*

*a) If the FI(3) certificate has lapsed, the applicant shall, within a period of 12 months before renewal:*

- 1. completed the relevant parts of the FI course; and*
- 2. pass an assessment of competence in accordance with Appendix 11 paragraph 3.2.”*

3.5 **Reason for change:** These changes are to address and correct the conflicting requirements with paragraph 2.7 of Appendix 11. Guidance on relevant parts of the FI course can be found in CAGM 1009 – Guidelines on Flight Instructor Training.



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**4 CAD 1 – PEL: CORRECTION ON REACTIVATION OF A LAPSED RATING REQUIREMENTS**

4.1 Paragraph 1.2.5.2.9.1 a) 2) iii) and Paragraph 1.2.5.2.9.1 b) 2) iii) of CAD 1 – PEL shall read as follows:

*“a skill test.*

*Note. – the skill test as stated in 1.2.5.2.9.1 b) 2) may be conducted by the AOC holder provided the renewal after expiry syllabus is approved by CAAM.”*

4.2 **Reason for change:** To align the requirements between training requirements and skill tests, while still allowing the flexibility for such renewals to be conducted by AOC holders with an approved syllabus.

**5 CAD 6 PART 1 – CAT (AEROPLANE): ADJUSTMENTS TO PARAGRAPH 6.5**

5.1 Paragraph 6.5.4 of CAD 6 Part 1 – CAT (Aeroplane) shall read as follows:

*“Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:*

a) *120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or*

b) *for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser,*

*shall be equipped with the equipment specified in 6.5.5 of this CAD. “*

5.2 **Reason for change:** This paragraph is amended to reflect that the equipment specified in 6.5.5 of CAD 6 Part 1 applies to both 6.5.4 a) and b).

**6 CAD 6 PART 1 – CAT (AEROPLANE): REFERENCE ERROR FOR FLIGHT OFFICER / FLIGHT DISPATCHER ASSIGNMENT FOR DUTY**

6.1 Paragraph 10.4 of CAD 6 Part 1 – CAT (Aeroplane) shall read as follows:

*“A flight operations officer/flight dispatcher shall not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 10.2 are met.”*

6.2 **Reason for change:** Incorrect reference made.



**7 CAD 6 PART 1 – CAT (AEROPLANE): DANGEROUS GOODS REPORTING**

7.1 Paragraph 14.2.7.2 shall read as follows:

*“For the purpose of regulation 135 of the MCAR, the operator shall submit a written report as required in Chapter 7 of CAD 18 – NTDGP.”*

7.2 **Reason for change:** To address conflicting requirements stated in this CAD, the Malaysian Civil Aviation Regulations 2016 and other CADs.

**8 CAD 6 PART 1 – CAT (AEROPLANE): JOURNEY LOGBOOK CONTENTS**

8.1 Paragraph 11.4.2 shall read as follows:

*“Notwithstanding 11.4.4, items in 11.4.1 c), d) and i) may be recorded in documentation other than the Journey Log book, such as the operational flight plan or an operator voyage report.”*

8.2 **Reason for change:** To facilitate and provide the industry with an acceptable means of compliance with regards to the contents of the Journey Logbook.

**9 CAD 6009 – CC: CRM TRAINING RENEWAL REQUIREMENTS**

9.1 Para 3.8.7 of CAD 6009 – CC contains a table regarding containing a summary of validity periods of various types of training, and shall read as follows:

<b>Training Type</b>	<b>Validity</b>	<b>Requirements</b>
<i>Dangerous Goods (DG)</i>	<i>Initial / Recurrent as stated in CAD 18 – NTDGP</i>	<i>Crewmembers are required to complete the training</i>
<i>Safety Management System (SMS)</i>	<i>Initial / Recurrent as stated in CAD 19</i>	<i>Crewmembers are required to complete the training</i>
<i>Crew Resource Management (CRM)</i>	<i>Initial / Recurrent as stated in CAD 6 Part 1</i>	<i>Crewmembers are required to complete the training</i>

9.2 Para 3.8.6 of CAD 6009 states the validity periods for annual recurrent training. In effort to streamline renewal requirements, para 3.8.6 b) shall read as follows:

*“if the recurrent training is carried out within the final **3 months** of validity, the period of validity shall extend from the date of issue until 12 calendar months after the expiry date of the previous recurrent check”*



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*Note. – The period of validity of annual recurrent training means if the cabin crew performs recurrent training on 5th January 2018, the validity will expire by 23:59 hrs of 31 January 2019. If the cabin crew performs a recurrent training within 3 months before the expiry (31 January 2019), the next recurrent training will expire on 31 January 2020 at 23:59 hrs.*

9.3 **Reason for change:** To address conflicting requirements stated in this table and other CADs.

**10 CAGM 6004 – AOC: DANGEROUS GOODS TRAINING RECORDS**

10.1 Appendix 10 of CAGM 6004 contains a Table of Record Retention. This table contains conflicting Dangerous Good Training requirements with other CADs.

10.2 The relevant parts of the table shall read as follows:

<i>Dangerous Good Training</i>	<i>as stated in CAD 18 - NTDGP</i>
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10.3 **Reason for change:** To address conflicting requirements stated in this table and other CADs.

**11 CAGM 1001 – FCL: PROCEDURE FOR REACTIVATION OF A LAPSED RATING**

11.1 Paragraph 14.3.1 of CAGM 1001 – FCL shall read as follows:

*“Once the applicant has determined the requirements based on the duration of the rating expiry, he shall follow the steps below:*

- a) Proceed to a CAAM ATO to carry out reactivation of the lapsed licence rating. It is the responsibility of the ATO to ensure that the applicant meets all the criteria for reactivation of the lapsed rating as per CAD 1 – PEL and CAGM 1001 – FCL.*
- b) The applicant undergoes the necessary training, skill test and/or exam to fulfil the requirements accordingly.*
- c) Once completed, the applicant shall then submit all the required documents and application to CAAM for reactivation.*
- d) CAAM will review the application and when satisfied, proceed with the renewal of the lapsed rating.”*

11.2 Paragraph 14.3.2 of CAGM 1001 – FCL shall read as follows:



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*“Applicants who are applying for a licence upgrade from CPL to ATPL, in addition to reactivating their lapsed rating, may combine the skill test requirements into a single session, subject to CAAM approval. They must be ‘active flying and current’ exercising privileges on a foreign licence.”*

- 11.3 The requirement for submission of the document in 14.3.3 d) of CAGM 1001 – FCL is no longer required.
- 11.4 **Reason for changes:** To align with the ATO responsibilities in paragraph 1.8 of CAGM 1001 – FCL and paragraph 3.6.2 of CAD 1011 – ATO, and the removal of the requirement for obtaining a letter from CAAM prior to reactivation of a lapsed rating.

**(Captain Chester Voo Chee Soon)**  
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