



CIVIL AVIATION DIRECTIVE – 2001



PROTECTION OF PERSONS AND PROPERTY

CIVIL AVIATION AUTHORITY OF MALAYSIA

INTENTIONALLY LEFT BLANK

Introduction

In exercise of the powers conferred by section 24O of the Civil Aviation Act 1969 [Act 3], the Chief Executive Officer makes this Civil Aviation Directive 2001 – Protection of Persons and Property, pursuant to Regulation 77, 78, 81 and 98 of the Malaysian Civil Aviation Regulations (MCAR 2016).

This CAD contains the standards and requirements and procedures pertaining to rules of the air and is compliant with Malaysian Civil Aviation Regulations. The standards and requirements in this CAD shall supplement to the standards contained in the CAD 2 – Rules of the Air.

This Civil Aviation Directives 2001 – Protection of Persons and Property (CAD 2001 – Protection of Persons and Property) is published by the Chief Executive Officer under Section 24O of the Civil Aviation Act 1969 [Act 3] and come into operation on 15th October 2021.

Non-compliance with this CAD

Any person who contravenes any provision in this CAD commits an offence and shall on conviction be liable to the punishments under Section 24O (2) of the Civil Aviation Act 1969 [Act 3] and/or under Malaysia Civil Aviation Regulation 2016.



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

Civil Aviation Directive Components and Editorial Practices

This Civil Aviation Directive is made up of the following components and are defined as follows:

Standards: Usually preceded by words such as “shall” or “must”, are any specification for physical characteristics, configuration, performance, personnel or procedure, where uniform application is necessary for the safety or regularity of air navigation and to which Operators must conform. In the event of impossibility of compliance, notification to the CAAM is compulsory.

Recommended Practices: Usually preceded by the words such as “should” or “may”, are any specification for physical characteristics, configuration, performance, personnel or procedure, where the uniform application is desirable in the interest of safety, regularity or efficiency of air navigation, and to which Operators will endeavour to conform.

Appendices: Material grouped separately for convenience but forms part of the Standards and Recommended Practices stipulated by the CAAM.

Definitions: Terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

Tables and Figures: These add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

Notes: Included in the text, where appropriate, Notes give factual information or references bearing on the Standards or Recommended Practices in question but not constituting part of the Standards or Recommended Practices;

Attachments: Material supplementary to the Standards and Recommended Practices or included as a guide to their application.

It is to be noted that some Standards in this Civil Aviation Directive incorporates, by reference, other specifications having the status of Recommended Practices. In such cases, the text of the Recommended Practice becomes part of the Standard.

The units of measurement used in this CAD are in accordance with the International System of Units (SI) as specified in CAD 5. Where CAD 5 permits the use of non-SI alternative units, these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

Throughout this Civil Aviation Directive, the use of the male gender should be understood to include male and female persons.



Record of Revisions

Revisions to this CAD shall be made by authorised personnel only. After inserting the revision, enter the required data in the revision sheet below. The 'Initials' has to be signed off by the personnel responsible for the change.

Rev. No.	Rev. Date	Rev. Details	Initials



INTENTIONALLY LEFT BLANK



INTENTIONALLY LEFT BLANK

1 General

1.1 Citation

1.1.1 This Directive is the Civil Aviation Directive 2001 – Protection of Persons and Property (CAD 2001 – Protection of Persons and Property), Issue 01/Revision 00, and comes into operation on 15th October 2021.

1.1.2 This Directive contains the additional standards, requirements and procedures pertaining to the provision of general rules and shall be read together with CAD 2 Rules of the Air.

1.2 Applicability

1.2.1 The standards specified in this Directive applies to every aircraft operator and pilot-in-command.

1.3 Revocation

1.3.1 *RESERVED*

1.4 Definitions

1.4.1 The definition in this CAD shall be referred and be read together with CAD 2 Chapter 1 para 1.4.

1.4.2 Additional definitions applicable to this Directive are as follows:

Local Authority means local municipal council or similar organisation (as applicable).

2 Landing of Aircraft at Other Than Designated Aerodrome

2.1 Application

2.1.1 This chapter supplement the requirements in CAD 2, Chapter 3, para 3.1 Protection of Persons and Property.

2.1.2 All aircraft shall not land at other than designated aerodrome in Malaysia except under an emergency situation or the pilot-in-command complies with the conditions prescribed by the CAAM in para 2.2.

2.1.3 The requirements in para 2.2. and 2.3. are not applicable to aircraft operated by Government of Malaysia agencies on enforcement and search and rescue missions.

2.1.4 Unmanned Aircraft System (UAS) operators shall conform to other applicable regulations and directives.

2.2 Conditions

2.2.1 The pilot-in-command shall conduct a Safety Risk Assessment (SRA) and implement mitigation measures of identified risks to minimise:

- a) The safety risks of aircraft operations resulting from landing at remote or non-populated area.
- b) The safety risks of surrounding community and aircraft operations resulting from landing at populated area.

2.2.2 The written approval shall be obtained from the local authority or the owner of the property of the intended landing area;

2.2.3 The Estimate Time of Arrival (ETA) shall be coordinated with the local authority or the owner of the property of the intended landing area and prior arrangement has been made to secure the area;

2.2.4 The flight shall be conducted by day light hours and under Visual Flight Rules;

2.2.5 The aircraft shall be insured to cover full flight risk; and

2.2.6 Item 18 in the Flight Plan shall indicate the intended landing area and contact person telephone number for alerting actions.

2.3 Safety Risk Assessment

2.3.1 The Safety Risk Assessment (SRA) shall be submitted together with Flight Plan.

3 Formation Flights

3.1 Application

- 3.1.1 This chapter supplement the requirements in CAD 2, Chapter 3, para 3.1.8 Formation Flights.
- 3.1.2 No aircraft shall be flown in formation in Malaysian airspace except with prior approval by CAAM. The pilot-in-command of the aircraft taking part in the formation flight shall comply with the conditions prescribed in this chapter.
- 3.1.3 The requirements in this chapter are not applicable to aircraft operated by Government of Malaysia armed forces. However, formation flights conducted by Government of Malaysia armed forces shall conform to general rules and air traffic management.

3.2 Conditions

- 3.2.1 The formation leader shall be responsible to the conduct and behaviour of all the aircraft within the formation at all times prior, during and after the formation flight.
- 3.2.2 The formation shall operate as a single aircraft with regards to navigation and position reporting.
- 3.2.3 The separation between aircraft in the flight shall be the responsibility of the formation leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and breakaway.
- 3.2.4 A distance not exceeding 1 km (0.5 NM) laterally and longitudinally and 30 m (100 ft) vertically from the flight leader shall be maintained by each aircraft.
- 3.2.5 The formation flight shall be conducted by day light hours and under Visual Flight Rules.
- 3.2.6 The formation leader shall conduct a Safety Risk Assessment (SRA) and implement mitigation measures of identified risks to the safety of formation flight and safety of other flights.
- 3.2.7 The formation aircrafts shall be insured to cover full flight risk.
- 3.2.8 Item 18 in the Flight Plan shall indicate “Formation Flight”.

3.3 Safety Risk Assessment

- 3.3.1 The Safety Risks Assessment (SRA) shall be submitted together with the approval application form (Appendix 1).

3.4 Training and qualification

- 3.4.1 Pilots shall be trained and qualified to conduct formation flights. The qualification shall be endorsed in accordance with Civil Aviation Directive 1 – Personnel Licensing (CAD 1 – PEL), para 1.2.3.2, privileges of the holder of the license, in which the provisions for endorsements requirement apply before exercising the privileges on formation flying.

3.5 Regulation

- 3.5.1 Pilots shall adhere to CAD 2 Rules of the Air.

3.6 Submission of Application

- 3.6.1 The formation flight application using the standard application form as per Appendix 1 shall be submitted 14 days prior to the planned formation flight to;

Director
Flight Operations Division
Civil Aviation Authority of Malaysia
Level 2, Block Podium B, Lot 4G4
No. 27, Persiaran Perdana, Precinct 4
62618 Putrajaya
Malaysia.



4 Appendices

4.1 Appendix 1 - Formation Flight Application Form

CAAM/ANS/FFA/1



**CIVIL AVIATION AUTHORITY OF MALAYSIA
(PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA)
AIR NAVIGATION SERVICES STANDARDS DIVISION**

Formation Flight Application Form

For CAAM use only:

Receive date	
Process date	
Officer/Division	

1. Personnel Information

Full Name			
Malaysia NRIC / Passport Number			
Licence Type		Licence Number	
Correspondence Address			
Phone		Phone (Mobile)	
Email			



2. Application

I (name) hereby request an approval to conduct a formation flight as a following detail:

SECTION A

No	Items	Details
a.	Formation Leader Name and Flying License No.	
b.	Number of aircraft	
c.	Date of flight	
d.	Departure Aerodrome	
e.	Destination Aerodrome	
f.	Flight Plan Route and Flight Level/Altitude	
g.	Alternate Aerodrome	
h.	Safety Risk Assessment (attach SRA report)	

SECTION B

No	Details	Aircraft 1 (Leader)	Aircraft 2	Aircraft 3	Aircraft 4	Aircraft 5
a.	Aircraft Type					
b.	Aircraft Registration					
c.	CoR expiry date					
d.	CoA expiry date					
e.	Crew name					
f.	Crew licence number					
g.	Crew licence expiry date					
h.	Crew formation flight training or experience					

Note: Add more aircraft details where necessary and to attach together with this form copies of the following:

- i. Aircraft CoR and CoA*
- ii. Licence (personnel information page):*
- iii. Crew formation flight training or experience; and*
- iv. Related document(s) to support the application.*



3. Application Declaration

“I hereby confirm that all information provided is correct. I agree and allow CAAM to obtain confirmation from any source / party for the purpose of updating the information for record purposes. CAAM reserves the right to approve or reject the application without providing any reason.”	
Signature:	
Name:	
IC/Passport No.:	
Date:	

4. Division Assessment (For CAAM use only)

a. Flight Operations Division	
The flight crews detail is: *SATISFACTORY/NOT SATISFACTORY	
Comment from Division (if any):	
Signature:	
Official Stamp:	
Date:	

b. Airworthiness Division	
The aircraft detail is: *SATISFACTORY/NOT SATISFACTORY	
Comment from Division (if any):	
Signature:	
Official Stamp:	
Date:	

c. ANS Standards Division	
The SRA is: **ACCEPTABLE / NOT ACCEPTABLE	



Comment from Division (if any):	
Signature:	
Official Stamp:	
Date:	

d. Air Traffic Management Division	
The FPL detail is: **ACCEPTABLE / NOT ACCEPTABLE	
Comment from Division (if any):	
Signature:	
Official Stamp:	
Date:	

5. Decision (For CAAM use only)

This application is * APPROVED / REJECTED	
Comment (if any):	
CEO Signature:	
Official Stamp:	
Date:	