



**Civil Aviation Authority of Malaysia**  
**CIVIL AVIATION CIRCULAR (CAC)**

Date: 13/1/23  
CAC Ref: 01/2023

<b>CAC REFERENCE NUMBER:</b>	CAC 01/2023
<b>APPLICABILITY:</b>	AIRWORTHINESS FLIGHT OPERATIONS AIR NAVIGATION SERVICES & AERODROME
<b>EFFECTIVE DATE:</b>	13/01/2023
<b>DOCUMENT EFFECTED:</b>	CAD 1 – PERSONNEL LICENSING CAD 1002 – FLYING CLUB PROVIDING INSTRUCTIONAL FLYING CAD 1004 – MEDICAL REQUIREMENTS CAD 1011 – APPROVED TRAINING ORGANISATION CAD 6 PART 3 – HELICOPTER OPERATIONS CAD 8301 – CERTIFICATE OF AIRWORTHINESS CAD 1101 – AIR TRAFFIC MANAGEMENT CAD 2001 – PROTECTION OF PERSONS AND PROPERTY CAGM 1001 – FLIGHT CREW LICENSING

## ***Revised CADs and CAGMs Requirements and Guidance***

### **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 01/2023, in exercise of the powers conferred by section 240 of the Civil Aviation Act 1969 [Act 3].
- 1.2 This CAC, including the attachments is a legally binding document that supersedes current published standards, requirements, procedures, or guidelines in the CADs/CAGMs.
- 1.3 The standards, requirements, procedures, or guidelines stated in this CAC will be incorporated into the relevant CADs/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 CADs or CAGMs herewith thereto.

### **2 Revision(s)**

- 2.1 The revision(s) of the CADs and CAGMs affected can be found in attachments as below.



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No.	Attachment	CAD applicable
1	Attachment 1	CAD 1 – Personnel Licensing
2	Attachment 2	CAD 1002 – Flying Club Providing Instructional Flying
3	Attachment 3	CAD 1004 – Medical Requirements
4	Attachment 4	CAD 1011 – Approved Training Organisation
5	Attachment 5	CAD 6 Part 3 – Helicopter Operations
6	Attachment 6	CAD 8301 – Certificate of Airworthiness
7	Attachment 7	CAD 1101 – Air Traffic Management
8	Attachment 8	CAD 2001 – Protection of Persons and Property
9	Attachment 9	CAGM 1001 – Flight Crew Licensing

### 3 Incorporating Changes Into CADs And CAGMs

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

### 4 Revocation

4.1 This CAC will revoke the following:

- a) Civil Aviation Circular (CAC) reference 08/2021 dated 31 December 2021;
- b) Civil Aviation Circular (CAC) reference 01/2022 dated 31 January 2022.

**(Captain Norazman bin Mahmud)**  
Chief Executive Officer  
Civil Aviation Authority of Malaysia  
13 January 2023



## ATTACHMENT 1 TO CAC 01/2023: CAD 1 - PERSONNEL LICENSING

### 1 Revision(s)

#### 1.1 Paragraph 5.1 General

1.1.1 Paragraph 5.1.1 has been amended as follows (reference number below to follow CAD 1):

5.1.1 Personnel licence issued by CAAM in accordance with the relevant provisions of this CAD shall conform to the following specifications:

- a) licences issued on first quality paper or other suitable material, including plastic cards; and
- b) electronic personnel licences on self-contained mobile electronic visual display devices.

*Note.- Examples of self-contained mobile electronic visual display devices are mobile phones, tablets or other mobile devices*

1.1.2 Paragraph 5.1.1.1 is moved to Paragraph 5.1.2.

1.1.3 Paragraph 5.1.1.2 is moved to Paragraph 5.2.1.1.

1.1.4 Paragraph 5.1.2 has been amended as follows (reference number below to follow CAD 1):

5.1.2 CAAM shall issue licences which specifications will easily determine the licence privileges and validity of ratings.

*Note. – Operator records or a flight crew member’s personal log book, in which maintenance of competency and recent experience may be satisfactorily recorded, are not normally carried on international flights.*

1.1.5 Paragraph 5.1.3 is moved to Paragraph 5.2.3.

1.1.6 Paragraph 5.1.4 is moved to Paragraph 5.2.4.

1.1.7 **Reason for change:** This revision is made to streamline the requirement with ICAO Annex 1 SARP requirement for all licences from ICAO Contracting States.

#### 1.2 Paragraph 5.2 Specifications for licences issued on first quality paper or other suitable material, including plastic cards

1.2.1 The following paragraph has been added as follows:



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### 5.2.1 Details

5.2.1.1 The following details shall appear on the licence issued on first quality paper or other suitable material, including a plastic card:

- I) Name of State (in bold type);
- II) Title of licence (in very bold type);
- III) Serial number of the licence, in Arabic numerals, given by the CAAM;
- IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman);
- IVa) Date of birth;
- V) Address of holder;
- VI) Nationality of holder;  
MyKad or Passport number;
- VII) Signature of holder;
- VIII) Authority and, where necessary, conditions under which the licence is issued;
- IX) Certification concerning validity and authorisation for holder to exercise privileges appropriate to licence;
- X) Signature of officer issuing the licence and the date of such issue;
- XI) Seal or stamp of the CAAM;
- XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc;
- XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and
- XIV) Any other details desired by the CAAM.

### 5.2.2 Material

5.2.2.1 First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned in 5.2.1.1 shown clearly thereon.

### 5.2.3 Language

5.2.3.1 When licences are issued in a language other than English, the licence shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorisations issued in accordance with 1.3.2.1 shall include an English translation, the limit of validity of the authorisation and any restriction or limitation that may be established.

### 5.2.4 Arrangement of items



5.2.4.1 Item headings on the licence shall be uniformly numbered in roman numerals as indicated in 5.2.1, so that on any licence the number will, under any arrangement, refer to the same item heading.

1.2.2 **Reason for change:** This revision is made to streamline the requirement with ICAO Annex 1 SARP requirement for all licences from ICAO Contracting States. In addition to the requirement to implement an electronic personnel licensing system to improve efficiency.

### 1.3 Paragraph 5.3 Specifications for electronic personnel licences

1.3.1 The following paragraph has been added as follows:

5.3.1 Electronic personnel licences shall be issued in accordance with the specifications of this section.

5.3.1.1 The licence information shall replicate the information contained in the CAAM's electronic records and contain a common form in accordance with Para 5.3.4.

5.3.1.2 The licence shall have the digital signature of the CAAM's officer issuing the licence and the most recent date and time of issue.

5.3.1.3 Digital signatures on licences shall conform to recognised international standards and have an appropriate level of security.

#### 5.3.2 Medium (material)

5.3.2.1 The licence details shall be displayed on self-contained mobile electronic visual display devices.

5.3.2.2 The image of the licence displayed shall contain suitable active security features to differentiate it from a static image.

#### 5.3.3 Language

5.3.3.1 The licence shall be in the English language in accordance to the common form in 5.3.4

#### 5.3.4 Arrangement of items



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5.3.4.1 The licence shall contain a view that replicates the wording and arrangement, in the English language, of the common form shown below:

- I) Name of State (in bold type);
- II) Title of licence (in very bold type);
- III) Serial number of the licence, in Arabic numerals, given by the CAAM;
- IVa) Photograph of holder;
- IVb) Name of holder in full (in Roman alphabet also if script of national language is other than Roman);
- IVc) Date of birth (dd-mm-yyyy);
- V) Address of holder;
- VI) Nationality of holder;  
MyKad or Passport number;
- VII) Script Signature of holder;
- VIII) Authority and, where necessary, conditions under which the licence is issued;
- IX) Certification concerning validity and authorisation for holder to exercise privileges appropriate to the licence;
- X) Digital signature of officer issuing the licence and the date and time of such issue;
- XIa) Seal or stamp of the CAAM;
- XIb) Date and time of last synchronisation with the server of the CAAM;
- XIc) Machine readable code to retrieve authentication data;
- XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc;
- XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention;
- XIV) Any other details desired by the CAAM;
- XVa) Class (1, 2 or 3);
- XVb) Expiry date (dd-mm-yyyy);
- XVc) Special medical limitations<sup>2</sup>, if any;
- XVd) Other information associated with the medical assessment as determined by the Medical Authority;
- XVIa) Other information associated with the licence as determined by the CAAM;
- XVIb) Other information associated with the licence as determined by the CAAM; and
- XVIc) Other information associated with the licence as determined by the CAAM.

5.3.5 Online and offline verification

5.3.5.1 The authenticity and validity of the licence shall be electronically verifiable online when an internet connection is available.



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5.3.5.2 The authenticity and validity of the licence shall be electronically verifiable offline when there is no internet connectivity available through a means that imposes no undue burden on the verifying the authenticity or validity of the licence.

1.3.2 **Reason for change:** This revision is made to streamline the requirement with ICAO Annex 1 SARP requirement for all licences from ICAO Contracting States. In addition to the requirement to implement an electronic personnel licensing system to improve efficiency.



## ATTACHMENT 2 TO CAC 01/2023: CAD 1002 – FLYING CLUB PROVIDING INSTRUCTIONAL FLYING

### 1 Revision(s)

#### 1.1 Paragraph 3.10

1.1.1 Paragraph 3.10 has been added as follows:

#### 3.10 Carriage of passengers

3.10.1 Training flights in ATO shall be conducted with the aim of achieving training objectives and standards for the benefit of student pilots. Mitigating any potential hazard ensures the safe conduct of training flights. As such, the carriage of passengers on training flights listed below are subjected to restrictions and shall not be allowed.

- a) Flying training that is given to a student pilot;
- b) Practice emergency procedures in the aircraft;
- c) Low-level flying practice;
- d) Solo training flight; or
- e) Helicopter specific training such as confined area operations, simulated engine-off autorotation, sloping ground operations, underslung or other similar operations.


3.10.2 The carriage of passenger during training flights would be permitted if the specific exercises, events or conditions require the presence of another person during such training flights. A permitted person can be the following:

- a) Trainee who is undergoing flight training includes a safety pilot or a trainee acting as the supernumerary crew.
- b) Flight instructors performing instructional or other flight duties required by ATO.
- c) CAAM Inspector and/or a CAAM DFE who has been authorised to perform a specific duty.

3.10.3 Flight tests shall not be conducted during training flights. However, for this purpose, only the maintenance personnel who perform the checks on the aircraft will be permitted.

3.10.4 An ATO shall establish the policy and procedures approved by the CAAM for the carriage of passengers and shall only allow



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the carriage of permitted persons after taking into account the level of risk of that particular training flight.

- 1.1.2 **Reason for change:** Added requirement pertaining to carriage of passengers restriction during training flight as it associated with elevated level of risk.



## ATTACHMENT 3 TO CAC 01/2023: CAD 1004 – MEDICAL REQUIREMENTS

### 1 Revision(s)

#### 1.1 Medical forms in Appendix

1.1.1 The following medical forms in CAD 1004 Appendices have been removed. Please refer to the CAAM website (<https://www.caam.gov.my/e-services-forms/air-operations/>) under the Medical tab for the latest medical forms. The forms are as below:

No.	Form
1	Appendix 1 – Medical Assessment Audit on DME (CAAM/MED/6)
2	Appendix 2 – Application Form for Aviation Medical Certificate Form (CAAM/MED/1)
3	Appendix 3 – Medical Examination Report (CAAM/MED/2)
4	Appendix 5 – Medical Certificate (CAAM/MED/3)
5	Appendix 7 – Surveillance & Supervision Checklist on Medical Examiner (ME) Premises (CAAM/MED/5)
6	Appendix 9 – Application and Report Form for Cabin Crew Medical Certificate (CAAM/MED/7)

1.1.2 **Reason for change:** The forms will now be available in the CAAM website to ease updating of the forms in the future. Applicants shall refer to the website for all latest forms.

#### 1.2 Paragraph 2.18

1.2.1 Paragraph 2.18 shall read as follows:


Deferment of medical examination and assessment

1.2.2 **Reason for change:** To change the term “Dispensation” to “Deferment”.

#### 1.3 Paragraph 3.1

1.3.1 Paragraph 3.1.2 (a) and (b) is moved to Paragraph 3.1.3.

1.3.2 The following paragraph has been added as follows:

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3.1.3 The appointment of DME is based on the following terms and conditions.

- a) The tenure of a DME will be a maximum of three (3) years. It may be renewed, provided the DME has maintained professional competence including familiarity and interest in aviation medicine and provides satisfactory service.
- b) The tenure of a DME will not be extended or even revoked in the event of DME fails to demonstrate satisfactory performance. The DME shall perform at least five (5) medical assessments in a year to remain as a DME in CAAM. Incidents of unacceptable professional deficiency and contravention of the Malaysian Civil Aviation Regulations 2016 and any Civil Aviation Directives and guidelines set in this CAD, shall be reported to the CAAM.
- c) The appointment of the DME ends on the expiry date. The renewal application can be made by submitting a new Application Form for Medical Examiner as early as 2 months before the expiry of the current Certificate of Approval.
- d) The Certificate of Approval will be invalid after the expiry and the DME is not allowed to perform Licensing Medical Examination for CAAM licence holder. The DME will be required to submit an initial application of CAAM DME if the expiry date has been exceeded without making a renewal application.

1.3.3 **Reason for change:** The paragraph 3.1.2 and its subparagraph (a) and (b) are not related. Addition to the requirement for subparagraph (c) and (d) to outline the terms and conditions under the circumstances of expiry of DME Certificate of Approval.

#### 1.4 **Paragraph 3.4**

1.4.1 Paragraph 3.4.1 has been amended as follows:

The MA of the CAAM shall arrange refresher training programmes in aviation medicine for all the MEs of the CAAM annually. The new medical-related provisions must be discussed during refresher training. The documents showing the attendance of the participants and the subject matter discussed shall be preserved by the MA of the CAAM.

1.4.2 **Reason for change:** Removal of certain requirement related to Medical Examiner's refresher training.

#### 1.5 **Chapter 6 Aviation Medical Assistant(s) of CAAM (AvMed Assistant)**



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1.5.1 Chapter 6 has been revoked.

1.5.2 **Reason for change:** No requirement for CAAM to have this position.

1.6 **Paragraph 11.4, Appendix 4**

1.6.1 Paragraph 11.4 Appendix 4 shall read as follows:

Medical Certificate	Class 1	Class 2	Class 3
<b>Licence Type</b>	ATPL, CPL, MPL	PPL, SPL, BPL	ATCO
<b>Initial licence issuance</b>	ATPL ≥ 21 yrs CPL, MPL ≥ 18 yrs	PPL, SPL ≥ 17 yrs BPL ≥ 16 yrs	ATCO ≥ 21 yrs
<b>Validity period</b>	<b>Up to 59</b> 12 <b>ys</b> months <b>60 yrs and</b> 6 months <b>above</b> <b>40 yrs and</b> 6 months <b>above</b> <b>(Single pilot)</b>	<b>Up to 39</b> 60 <b>ys</b> months <b>Age 40-49</b> 24 months <b>50 yrs and</b> 12 <b>above</b> months  <b>SPL</b> 24 months	<b>Up to 39</b> 48 <b>ys</b> months <b>Age 40 -</b> 24 <b>49</b> months <b>50 yrs and</b> 12 <b>above</b> months
<b>Ophthalmological Examination by an ophthalmologist</b>	At initial medical examination, then every 5 years if visual acuity in each eye worse than 6/60 (uncorrected)		
<b>Visual</b> - <b>Visual acuities (Distant, near, intermediate)</b> - <b>Colour plates</b>	At initial medical examination, then every medical examination.		
<b>Haemoglobin and Urinalysis</b>	At initial medical examination, then every medical examination		
<b>Electrocardiogram (ECG)</b>	At initial medical examination, then		
	<b>Up to 29</b> 60 <b>ys</b> months  <b>Age 30 -</b> 24 <b>39</b> months <b>40 yrs and</b> 12 <b>above</b> months	<b>Age 40 -</b> 24 <b>50</b> months  <b>50 yrs and</b> 12 <b>above</b> months	<b>Up to 39</b> 48 <b>ys</b> months  <b>Age 40-49</b> 24 months <b>50 yrs and</b> 12 <b>above</b> months



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	ECG tracings to be reported and attached to form CAAM/MED/1. Doubtful cases will need cardiologist evaluation and report.		
<b>Audiogram</b>	At initial medical examination, then		
	<b>Up to 39 yrs</b>	<b>48 months</b>	<b>50 yrs and above</b>
	<b>24 months</b>	<b>24 months</b>	<b>48 months</b>
<b>Fasting lipid</b>	At initial medical examination, then		
	<b>40 yrs and above</b>	<b>24 months</b>	<b>40 yrs and above</b>
	<b>24 months</b>	If indicated	<b>48 months</b>
<b>Fasting Glucose</b>	At initial medical examination, then (every medical examination if diabetic)		
	<b>40 yrs and above</b>	<b>24 months</b>	<b>40 yrs and above</b>
	<b>24 months</b>	If indicated.	<b>48 months</b>
<b>HbA1c</b>	Every medical examination if Diabetic.		
<b>Chest X-Ray</b>	At initial medical examination, then 5 years interval. Doubtful cases will need radiologist evaluation and report.		
<b>Stress Test</b>	<b>60 yrs and above</b>	<b>12 months</b>	<b>65 yrs and above</b>
	<b>12 months</b>		Not applicable
	<b>Stress echo if positive or equivocal</b>		

*Note. – In cases under OML, the validity and type of test required may be subjected to the requirements by the CMA.*

1.6.2 **Reason for change:** To update the details of the terms and conditions.



## ATTACHMENT 4 TO CAC 01/2023: CAD 1011 – APPROVED TRAINING ORGANISATION

### 1 Revision(s)

#### 1.1 Paragraph 1.7 Abbreviations

1.1.1 Paragraph 1.7 has been added as follows:

DFE = Designated Flight Examiner

SDFE = Senior Designated Flight Examiner

1.1.2 **Reason for change:** Added abbreviations.

#### 1.2 Paragraph 3.9

1.2.1 Paragraph 3.9 has been added as follows:

##### 3.9 Carriage of passengers

3.9.1 Training flights in ATO shall be conducted with the aim of achieving training objectives and standards for the benefit of student pilots. Mitigating any potential hazard ensures the safe conduct of training flights. As such, the carriage of passengers on training flights listed below are subjected to restrictions and shall not be allowed.

- a) Flying training that is given to a student pilot;
- b) Practice emergency procedures in the aircraft;
- c) Low-level flying practice;
- d) Solo training flight; or
- e) Helicopter specific training such as confined area operations, simulated engine-off autorotation, sloping ground operations, underslung or other similar operations.

3.9.2 The carriage of passenger during training flights would be permitted if the specific exercises, events or conditions require the presence of another person during such training flights. A permitted person can be the following:

- a) Trainee who is undergoing flight training includes a safety pilot or a trainee acting as the supernumerary crew.
- b) Flight instructors performing instructional or other flight duties required by ATO.
- c) CAAM Inspector and/or a CAAM DFE who has been authorised to perform a specific duty.



3.9.3 Flight tests shall not be conducted during training flights. However, for this purpose, only the maintenance personnel who perform the checks on the aircraft will be permitted.

3.9.4 An ATO shall establish the policy and procedures approved by the CAAM for the carriage of passengers and shall only allow the carriage of permitted persons after taking into account the level of risk of that particular training flight.

1.2.2 **Reason for change:** Added requirement pertaining to carriage of passengers restriction during training flight as it associated with elevated level of risk.

### 1.3 Chapter 5 Additional Requirements for Flight Training Organisation (FTO)

1.3.1 Paragraph 5.6 has been added as follows:

#### 5.6 Procedures to rectify unsatisfactory progress

5.6.1 An ATO shall ensure the Training and Procedures Manual establishes the remedial process for student who does not meet the satisfactory standard in flying, especially the first solo checks and progress tests.

5.6.2 The first solo checks mentioned in para 5.6.1 include:

- a) First solo flight within the aerodrome circuit;
- b) First solo flight to and from the training area;
- c) First solo navigation flights (cross country); and
- d) First solo night flying within the aerodrome circuit.

5.6.3 The progress tests stated in the approved syllabus of each ATO-FTO Training and Procedures Manual are as follows:

- a) PT 1 – Progress Test 1 (PPL equivalent);
- b) PT 2 – Progress Test 2, ST 1 – CAAM Skill Test 1 SEP Rating (CPL equivalent);
- c) PT 3 – Progress Test 3, ST 2 – CAAM Skill Test 2 CPL ME IR Rating.



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Note: Sampling monitoring will be conducted on Student's Skill Test - Progress Test 3 (PT3) via DFE oversight monitoring programme as per CAD 1006.

5.6.4 A maximum of 3 attempts will be given to each solo check and progress test. The conduct of such checks and tests will be carried out by the following personnel:

- a) First attempt by DFE.
- b) Second attempt by HOT/CFI who is a DFE.
- c) Third attempt shall be monitored by the CAAM FOI/SDFE.

5.6.5 The ATO shall report to CAAM after the student fails the second attempt of Para 5.6.2.

1.3.2 **Reason for change:** Addition to the requirements.





## ATTACHMENT 5 TO CAC 01/2023: CAD 6 PART 3 – HELICOPTER OPERATIONS

### 1 Revision(s)

#### 1.1 Paragraph 1.4

1.1.1 Paragraph 1.4 has been added as follows:

TI = Technical Instructions

1.1.2 **Reason for change:** Added abbreviation.

#### 1.2 Paragraph 7.1.2.2

1.2.1 Paragraph 7.1.2.2 has been amended as follows:

Pilot-in-commands and co-pilots on an IFR flight hold a valid instrument rating, except that the holder of a pilot licence may fly in VMC at night, provided he is appropriately qualified for the circumstances, airspace and flight conditions in which the flight is conducted. This qualification requirement must be entered in the Operations Manual and be acceptable to the CAAM

1.2.2 **Reason for change:** Editorial changes.

#### 1.3 Paragraph 7.1.2.5

1.3.1 Paragraph 7.1.2.5 has been amended as follows:

Helicopters not covered by sub-paragraph 7.1.2.3, and 7.1.2.4 above may be operated by a single pilot provided that the requirements of Paragraph 7.1.5 are satisfied.

1.3.2 **Reason for change:** Editorial changes.

#### 1.4 Paragraph 7.4.1

1.4.1 Paragraph 7.4.1.4 has been removed.

1.4.2 Paragraph 7.4.1.5 has been removed.

1.4.3 **Reason for change:** Removed requirement for this paragraph as it is conflicting with Paragraph 7.1.4.2 and 7.1.4.3.

#### 1.5 Paragraph 7.4.1.7



1.5.1 Paragraph 7.4.1.7 has been amended as follows:

Where credits are sought to reduce the training and checking and recent experience requirements between helicopter types, the operator must demonstrate to the CAAM which items need not be repeated on each type or variant because of similarities.

1.5.2 **Reason for change:** Editorial changes.

1.6 **Paragraph 7.4.3.3**

1.6.1 Paragraph 7.4.3.3 Note has been amended as follows:

*Note. – The period of validity of a LPC stated in 2.1.5 of CAD 1 - PEL, means if the pilot performs a proficiency check on 5th August 2021, the validity will expire by 23:59 hrs of 31 August 2022. While if the applicant performs a Licence Proficiency check within 3 months before the expiry (31 August 2022), the next Licence Proficiency check will expire by 31 August 2023 at 23:59 hrs.*

1.6.2 **Reason for change:** Changes in the date that used as an example to avoid confusion.

1.7 **Paragraph 7.6.1**

1.7.1 Paragraph 7.6.1 has been amended as follows:

Expiries stated in Paragraph 2.9.10.1, 7.2.2 and 7.3.5.2 shall be documented in an attestation certificate. The attestation certificate shall be issued by the operator.

1.7.2 **Reason for change:** Removed reference to 6.1.2 b) of CAD 19 as this paragraph does not exist.

1.8 **Chapter 9 Manuals, Logs and Records**

1.8.1 Paragraph 9 f) has been amended as follows:

f) Pilot-in-command operational qualification records – refer Paragraph 7.4.2

1.8.2 **Reason for change:** Removed reference 7.4.2.46.1.1 as this paragraph does not exist.

1.9 **Paragraph 12.2.1**

1.9.1 Paragraph 12.2.1 b) has been amended as follows:



an approval to carry dangerous goods in accordance with Paragraph 12.3.1 is held.

1.9.2 **Reason for change:** Removed reference to Paragraph 14.3.1 as this paragraph does not exist.

1.10 **Paragraph 12.2.5**

1.10.1 Paragraph 12.2.5 a) has been amended as follows:

An operator shall ensure that information is promulgated as required by the Technical Instructions so that passengers are warned as to the types of goods which they are forbidden from transporting aboard a helicopter; and

1.10.2 **Reason for change:** Editorial changes.

1.11 **Paragraph 12.2.6**

1.11.1 Paragraph 12.2.6 has been amended as follows:

Information in the Event of a Helicopter Incident or Accident.

- a) The operator of an helicopter which is involved in an helicopter incident shall, on request, provide any information as required by the Technical Instructions
- b) The operator of a helicopter which is involved in an helicopter accident or serious incident shall without delay, provide any information as required by the Technical Instructions.
- c) The operator of a helicopter shall include procedures in appropriate manuals and accident contingency plans to enable this information to be provided.

1.11.2 **Reason for change:** Editorial changes.

1.12 **Paragraph 12.2.7.2**

1.12.1 Paragraph 12.2.7.2 has been amended as follows:

The first report shall be dispatched within 72 hours of the event unless exceptional circumstances prevent this. It may be sent by any means, including e-mail, telephone or fax. This report shall include the details that are known at that time, under the headings identified in Paragraph 12.2.7.3. If necessary, a subsequent report shall be made as soon as possible giving all the details that



were not known at the time the first report was sent. If a report has been made verbally, written confirmation shall be sent as soon as possible.

1.12.2 **Reason for change:** Removed reference Paragraph 3 as this paragraph does not exist.

1.13 **Paragraph 12.3.1.4**

1.13.1 Paragraph 12.3.1.4 b) has been amended as follows:

Approval. For the purposes only of compliance with Paragraph 12.3.2.2 b), an authorisation referred to in the Technical Instructions and issued by the CAAM, for the transport of dangerous goods which are normally forbidden for transport or for other reasons, as specified in the Technical Instructions.

1.13.2 **Reason for change:** Removed reference to Paragraph 14.3.2.2 (2) as this paragraph does not exist.

1.14 **Paragraph 12.4.1.1**

1.14.1 Paragraph 12.4.1.1 has been amended as follows:

Personnel shall be trained to get familiarised with the items that are allowed or forbidden on board to an extent that they can inform the passengers accordingly. An updated list of permitted items under Part 8 of the Technical Instruction shall be available to the personnel. This can be a poster, a leaflet or anything that can be easily understood and shown to the passengers when needed. This list shall also specify the items that are forbidden under all circumstances as established in Part 8 of the Technical Instruction.

1.14.2 **Reason for change:** Editorial changes.

1.15 **Appendix 4 – Flight Recorders**

1.15.1 Appendix 4 Paragraph 1.5 until 1.8 has been amended as follows:

1.5 The flight recorder systems shall be installed so that they receive electrical power from a bus that provides the maximum reliability for operation of the flight recorder systems without jeopardising service to essential or emergency loads.

1.6 The flight recorder systems, when tested by methods approved by the appropriate certificating authority, shall be demonstrated to be suitable for the environmental extremes over which they are designed to operate.



1.7 Means shall be provided for an accurate time correlation between the flight recorder systems functions.

1.8 The manufacturer usually provides the appropriate certifying authority with the following information in respect of the flight recorder systems:

1.15.2 **Reason for change:** Formatting changes.

1.16 **Appendix 8 – Contents of an operation manual**

1.16.1 Appendix 8 Paragraph 1.2 d) has been amended as follows:

d) Should it become necessary for an operator to produce new OMs or major parts/volumes thereof, he must comply with the provision in subparagraph c) above.

1.16.2 **Reason for change:** Editorial changes.

1.17 **Appendix 9 – Requirements of a foreign helicopter pilot for commercial air transport operations**

1.17.1 Appendix 9 Paragraph 3.1 b) has been amended as follows:

b) possess a minimum of 1000 hours on any type of helicopter;

1.17.2 **Reason for change:** Editorial changes.

1.18 **Attachment D – Air Operator Certification and Validation**

1.18.1 Attachment D Paragraph 3.3 has been amended as follows:

3.3 Provisions that require an approval

The following provisions requires approval by the CAAM. The approval of the CAAM is required in all of the certification actions listed below that are not preceded by one or more asterisks. Certification actions listed below that are preceded by one or more asterisks require approval by the State of Registry (single asterisk or “\*”), or by the State of Design (double asterisk or “\*\*”).

1.18.2 **Reason for change:** Editorial changes.



## ATTACHMENT 6 TO CAC 01/2023: CAD 8301 – CERTIFICATE OF AIRWORTHINESS

### 1 Revision(s)

#### 1.1 Paragraph 1.3.2

1.1.1 Para 1.3.2 has been added as follows:

This CAD also revokes:

- a) Airworthiness Notice 27 – Definition of Radio Installation for the Issue of A Certificate of Airworthiness, issue 1 dated 1 April 1987; and
- b) Airworthiness Notice 57A – Aircraft Field Loadable Software, issue 1 dated 1 October 2002.

1.1.2 **Reason for change:** Revocation of AN 27 and AN 57A.

#### 1.2 Paragraph 2.1

1.2.1 Para 2.1 shall read as follows:

CAAM may issue a certificate of airworthiness, if CAAM is satisfied that the applicant has fulfilled the following requirements and any other requirements under this CAD:

- a) submission of an application form CAAM/AW/8301-01 to CAAM together with an airworthiness review report in accordance with chapter 9 of CAD 6802 and accompanied by the prescribed fee;
- b) holds a valid certificate of registration issued under the MCAR or in the case of lease, the applicant is stipulated on the registration document or detailed in the leasing contract;
- c) comply with the identification plate and markings requirements as specified in CAD 7;
- d) the flight manual for that aircraft is compatible with the aircraft configuration;
- e) comply with all applicable airworthiness directives issued by CAAM and certifying authority of the State of Design of the aircraft, engine and propeller.
- f) comply with all applicable requirements issued by CAAM including CADs and Circulars;
- g) evidence on the appointment of organisation managing the: -
  - 1) continuing airworthiness; and



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- 2) maintenance of its aircraft and component;
- h) a maintenance programme for that aircraft has been approved by CAAM;
- i) submission weight and balance report together with equipment list and weight schedule for that aircraft has been approved by CAAM or any organisation approved by CAAM under regulation 31 of MCAR 2016;
- j) submission latest aircraft damage chart or dent and buckle chart;
- k) the assigned Mode S code, as applicable, has been installed;
- l) radio and radio navigations equipment installed are an approved type and a valid radio station license has been issued by the Malaysian Communications and Multimedia Commission for that aircraft;
- m) evidence of latest field loadable software being installed;
- n) in the case of:
  - 1) new aircraft, a production test flight report or any flight test attestation report which is issued by the manufacturer is satisfactory; or
  - 2) imported used aircraft, a flight test report is satisfactory;
- o) in the case of:
  - 1) new aircraft, a statement of attestation by the manufacturer for the Flight Data Recorder and Cockpit Voice Recorder is satisfactory; or
  - 2) imported used aircraft, the Flight Data Recorder and Cockpit Voice Recorder data readout is satisfactory;
- p) in the case of imported used aircraft, a used aircraft report is acceptable to CAAM (refer to Appendix 1 of this CAD);
- q) in the case of imported used aircraft and imported new aircraft, a certificate of airworthiness for export has been submitted to CAAM; and
- r) in the case of new aircraft which is designed, manufactured and constructed by an organisation which holds a valid certificate of approval under Regulation 21 of MCAR 2016, a Statement of Conformity has been submitted to CAAM.

1.2.2 **Reason for change:** Transferred requirements from AN 27 and AN 57A.

1.3 **Paragraph 2.2**

1.3.1 Para 2.2 shall read as follows:

- 1) For the purpose of paragraphs 2.1 q) and 2.1 r) of this CAD, the applicant shall submit a certificate of airworthiness for export and Statement of

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Conformity, respectively to CAAM not more than sixty days from the date of its issue, unless otherwise agreed

- 1.3.2 **Reason for change:** Reference number change caused by transferring of requirements from AN 27 and AN 57A.





## ATTACHMENT 7 TO CAC 01/2023: CAD 1101 – AIR TRAFFIC MANAGEMENT

### 1 Revision(s)

#### 1.1 Paragraph 1.4

1.1.1 Para 1.4 (Definition of '*Standard message element*') shall read as follows:

***Standard message element.*** Part of a message defined in the CAD 1101 in terms of display format, intended use and attributes.

1.1.2 **Reason for change:** To correct the reference in the statement from DOC 4444 to CAD 1101.

#### 1.2 Paragraph 4.12.2.1

1.2.1 Para 4.12.2.1 shall read as follows:

Routine air-reports transmitted by voice or data link, when ADS-C is not being applied, shall give information relating to such of the following elements as are necessary for compliance with 4.12.2.2:

Section 1. — Position information:

- 1) aircraft identification
- 2) position
- 3) time
- 4) flight level or altitude
- 5) next position and time over
- 6) ensuing significant point

Section 2. — Operational information:

- 7) estimated time of arrival
- 8) endurance

Section 3. — Meteorological information:

- 9) wind direction



- 10) wind speed
- 11) wind quality flag
- 12) air temperature
- 13) turbulence (if available)
- 14) humidity (if available).

1.2.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.3 **Paragraph 4.12.6.3**

1.3.1 Para 4.12.6.3 shall read as follows:

When receiving air-reports by voice communications, air traffic services units shall forward them without delay to their associated meteorological watch offices, with the exception of conditions applying to runway braking action encountered.

1.3.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.4 **Paragraph 7.5.4**

1.4.1 Para 7.5.4 shall read as follows:

When a not previously notified condition pertaining to the safe use by aircraft of the manoeuvring area is reported to or observed by the controller, the aerodrome/airport operator shall be informed and operations on that part of the manoeuvring area terminated until otherwise advised by the aerodrome operator.

1.4.2 **Reason for change:** The revision is made to change the term aerodrome authority to aerodrome operator.

1.5 **Paragraph 7.10.3.2**

1.5.1 Para 7.10.3.2 shall read as follows:

In requesting a landing aircraft to perform a specific landing and/or roll-out manoeuvre, the type of aircraft, runway length, location of exit taxiways, reported braking action on runway and taxiway, and prevailing meteorological conditions shall be considered. A SUPER or HEAVY aircraft shall not be requested to land beyond the touchdown zone of a runway.



1.5.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.6 **Paragraph 8.9.6.1.1**

1.6.1 Para 8.9.6.1.1 shall read as follows:

During the period that a controller is engaged in giving surveillance radar or precision radar approaches, only those duties directly connected to such approaches should be assigned to the controller.

1.6.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.7 **Paragraph 9.1.4.2.1.1 item a) Note 1**

1.7.1 Para 9.1.4.2.1.1 item a) Note 1 shall read as follows:

Note 1. — It is assumed that a pilot will not effect a change in the current flight plan until notifying the intended change to the appropriate ATS unit and, if practicable, upon receiving acknowledgement or relevant advice.

1.7.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.8 **Paragraph 11.4.3.4.2**

1.8.1 Para 11.4.3.4.2 shall read as follows:

Whenever information is provided concerning runway surface conditions that may adversely affect aircraft braking action, the following terms shall be used, as necessary:

s) DRY

t) STANDING WATER (*for aeroplane performance purposes, a runway where more than 25 per cent of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by water more than 3 mm deep*)

u) WET (*the surface is soaked but there is no standing water*)

1.8.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11, with adjustments to suit Malaysia's weather conditions and climate.

1.9 **Paragraph 11.4.3.4.3**



1.9.1 Para 11.4.3.4.3 shall read as follows:

Appropriate ATS units shall have available for transmission to aircraft, upon request, the runway condition report (RCR) information. This shall be passed to aircraft in the order of the direction of landing or take-off.

1.9.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.10 **Paragraph 12.3.1.11 Note 1 and Note 2**

1.10.1 Para 12.3.1.11 Note 1 and Note 2 shall read as follows:

Note 1. — See 11.4.3.4.3 for requirements for passing runway condition reports (RCRs) to pilots.

Note 2. — This information is provided for runway thirds or the full runway, as applicable.

1.10.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.11 **Paragraph 12.3.1.11, item g), h), i), j) and k)**

1.11.1 Para 12.3.1.11, item g), h), i), j) and k) shall read as follows:

g) BRAKING ACTION REPORTED BY (*aircraft type*) AT (*time*) GOOD (*or* MEDIUM *to* GOOD, *or* MEDIUM, *or* MEDIUM *to* POOR, *or* POOR);

h) RUNWAY (*or* TAXIWAY) (*number*) WET [*or* STANDING WATER, *or* SNOW REMOVED (*length and width as applicable*), *or* TREATED, *or* COVERED WITH PATCHES OF DRY SNOW (*or* WET SNOW, *or* COMPACTED SNOW, *or* SLUSH, *or* FROZEN SLUSH, *or* ICE, *or* WET ICE, *or* ICE UNDERNEATH, *or* ICE AND SNOW, *or* SNOWDRIFTS, *or* FROZEN RUTS AND RIDGES)];

i) TAXIWAY (*identification of taxiway*) WET [*or* STANDING WATER, *or* SNOW REMOVED (*length and width as applicable*), *or* CHEMICALLY TREATED, *or* COVERED WITH PATCHES OF DRY SNOW (*or* WET SNOW, *or* COMPACTED SNOW, *or* SLUSH, *or* FROZEN SLUSH, *or* ICE, *or* WET ICE, *or* ICE UNDERNEATH, *or* ICE AND SNOW, *or* SNOWDRIFTS, *or* FROZEN RUTS AND RIDGES *or* LOOSE SAND)];

j) TOWER OBSERVES (*weather information*);

k) PILOT REPORTS (*weather information*).

1.11.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.



1.12 **Paragraph 12.3.3.2 item g) Note**

1.12.1 Para 12.3.3.2 item g) Note shall read as follows:

Note. — The instrument approach procedure identification in the aeronautical chart is used to specify the type of approach. Where the identification uses a parenthetical suffix to include exceptional conditions, e.g. “(LNAV/VNAV only)” or “(AR)”, etc., the text in the parentheses does not form part of the ATC clearance.

1.12.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.13 **Paragraph 12.3.3.2 item y) and z)**

1.13.1 Para 12.3.3.2 item y) and z) are revoked.

1.13.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.14 **Paragraph 12.4.2.2 item b), e), h), i), j) and m)**

1.14.1 Para 12.4.2.2 item b), e), h), i), j) and m) shall read as follows:

b) YOU WILL INTERCEPT (FINAL APPROACH COURSE *or radio aid*) (*distance*) FROM (*significant point or TOUCHDOWN*);

e) REPORT ESTABLISHED ON LOCALIZER (*or ON [GLS/RNP/MLS] [FINAL] APPROACH [COURSE]*);

h) EXPECT VECTOR ACROSS THE (LOCALIZER *or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid*) (*reason*);

i) THIS TURN WILL TAKE YOU THROUGH THE (LOCALIZER *or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid*) [(*reason*)];

j) TAKING YOU THROUGH THE (LOCALIZER *or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid*) [(*reason*)];

m) INTERCEPT (LOCALIZER *or [GLS/RNP/MLS] [FINAL] APPROACH [COURSE] or radio aid*) [RUNWAY (*number*)] [REPORT ESTABLISHED].

1.14.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.15 **Paragraph 12.4.2.3 item b)**

1.15.1 Para 12.4.2.3 item b) shall read as follows:



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- b) YOU HAVE CROSSED THE LOCALIZER (or GLS/RNP/MLS FINAL APPROACH COURSE). TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER (or GLS/RNP/MLS FINAL APPROACH COURSE) [RUNWAY (number)];

1.15.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.

1.16 **Paragraph 15.1.3.10**

1.16.1 Para 15.1.3.10 shall read as follows:

An aircraft known or believed to be the subject of unlawful interference or which for other reasons needs isolation from normal aerodrome activities shall be cleared to the designated isolated parking position. Where such an isolated parking position has not been designated, or if the designated position is not available, the aircraft shall be cleared to a position within the area or areas selected by prior agreement with the aerodrome operator. The taxi clearance shall specify the taxi route to be followed to the parking position. This route shall be selected with a view to minimizing any security risks to the public, other aircraft and installations at the aerodrome.

1.16.2 **Reason for change:** The revision is made to change the term aerodrome authority to aerodrome operator.

1.17 **Paragraph 16.6.3**

1.17.1 Para 16.6.3 shall read as follows:

When a report of a suspected case(s) of communicable disease, or other public health risk, on board an aircraft is received by an ATS unit serving the destination/departure, from another ATS unit or from an aircraft or an aircraft operator, the unit concerned shall forward a message as soon as possible to the public health authority (PHA) or the appropriate designated authority as well as the aircraft operator or its designated representative, and the aerodrome operator.

*Note 1.— See CAD 9 — Facilitation, Chapter 1 (Definitions), Chapter 8, 8.12 and 8.15, and Appendix 1, for relevant additional information related to the subject of communicable disease and public health risk on board an aircraft.*

*Note 2. — The PHA is expected to contact the airline representative or operating agency and aerodrome operator, if applicable, for subsequent coordination with the aircraft concerning clinical details and aerodrome preparation. Depending on the communications facilities available to the airline representative or operating agency, it may not be possible to communicate with the aircraft until it is closer to*



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*its destination. Apart from the initial notification to the ATS unit whilst en-route, ATC communications channels are to be avoided.*

*Note 3. — The information to be provided to the departure aerodrome will prevent the potential spread of communicable disease, or other public health risk, through other aircraft departing from the same aerodrome.*

*Note 4. — AFTN (urgency message), telephone, facsimile or other means of transmission may be used.*

1.17.2 **Reason for change:** The revision is made to change the term aerodrome authority to aerodrome operator.

1.18 **Paragraph 17, Para 17.1, Appendix 1, item 3, Section 3 (page 17-7)**

1.18.1 Para 17, Para 17.1, Appendix 1, item 3, Section 3 shall read as follows:

Item 9 — PHENOMENON PROMPTING A SPECIAL AIR-REPORT. Record the phenomenon reported as follows:

- moderate turbulence as “TURB MOD”
- severe turbulence as “TURB SEV”
- moderate icing as “ICE MOD”
- severe icing as “ICE SEV”
- severe mountainwave as “MTW SEV”
- thunderstorm without hail as “TS”
- thunderstorm with hail as “TSGR”
- heavy sandstorm as “HVY SS”
- heavy duststorm as “HVY DS”
- volcanic ash cloud as “VA CLD”
- pre-eruption volcanic activity or a volcanic eruption as “VA”
- hail as “GR”
- cumulonimbus clouds as “CB”.

1.18.2 **Reason for change:** The revision is made with reference to ICAO Doc 4444 PANS ATM, Amendment 11.



## ATTACHMENT 8 TO CAC 01/2023: CAD 2001 – PROTECTION OF PERSONS AND PROPERTY

### 1 Revision(s)

#### 1.1 Paragraph 3.6.1

##### 1.1.1 Para 3.6.1 shall read as follows:

An application using Form CAAM/BPUA/CAD2/01 shall be submitted to CAAM by the organisation/operator intending to conduct formation flights. The form is available to download from the CAAM website:

<https://www.caam.gov.my/e-services-forms/air-navigation-services-aerodrome/>

##### 1.1.2 **Reason for change:** To make available online and to link the form for the Formation Flights application to CAAM website.

#### 1.2 Paragraph 3.6.2

##### 1.2.1 Para 3.6.2 shall read as follows:

The form should be completed and signed and e-mailed to the Director of Flight Operations Division, no later than fourteen (14) days before the planned formation flight. Please indicate "Formation Flight Application" in the e-mail subject.

##### 1.2.2 **Reason for change:** Additional requirements for the Formation Flights application process.





## ATTACHMENT 9 TO CAC 01/2023: CAGM 1001 – FLIGHT CREW LICENSING

### 1 Revision(s)

#### 1.1 Paragraph 8.1.7

1.1.1 Para 8.1.7 has been added as follows (paragraph numbering as per CAGM 1001):

#### 8.1.7 Renewal of single-engine piston class ratings

8.1.7.1 Refer to CAD 1 – PEL Appendix 12 Para 5 b) 1).

*Note. – The renewal of the single-engine piston single pilot class rating covers all variants within its class rating provided the applicant has fulfilled the requirements in CAD 1 – PEL para 2.1.3.4.*

8.1.7.2 Applicants renewing the single-engine piston class rating shall use the form (CAAM/BOP/FCL/9-SPA-RTrg) available in the CAAM website as evidence of completing the refresher training as required in CAD 1 – PEL Appendix 12 Para 5 b) 1) ii) (c).

8.1.7.3 The refresher training as mentioned in para 8.1.7.2, shall only be conducted by the Head of Training (HOT) of ATO or DFE(2).

#### 8.1.7.3.1 HOT / DFE(2) Responsibilities

- a) HOT of ATO shall exercise the above privilege provided he is a holder of a current and valid FI(2) certificate. This privilege cannot be transferred to persons acting as Deputies of HOT or any other FI(2).
- b) DFE(2) may exercise the above privilege provided he is a holder of a valid CAAM DFE(2) Certificate.
- c) HOT or DFE(2) shall follow CAD 1 – PEL Appendix 12 Para 5 b) 1) ii) in conducting the refresher training.
- d) HOT or DFE(2) should enter “SEP Renewal Refresher Training” statement in the flight details/remarks column and countersign with his License or DFE number in the license holder’s flight log book.
- e) HOT or DFE(2) shall complete and sign refresher training form (CAAM/BOP/FCL/9-SPA-RTrg), and return to applicant.

#### 8.1.7.3.2 Applicant Responsibilities

- a) Applicant shall present the his pilot’s log book to the HOT / DFE(2).
- b) Applicant shall ensure that, after completion of the refresher training, his logbook has been correctly filled, and



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is clearly indicated with the Instructor's/Examiner's credentials (License/DFE number and Signature) in the logbook.

- c) Applicant should submit to CAAM within 10 working days after renewal, the refresher training form (CAAM/BOP/FCL/9-SPA-RTrg) along with his licence and logbook.

1.1.2 **Reason for change:** Inclusion of guidance to renew single-engine piston single pilot class rating.

1.2 **Attachment A**

1.2.1 The table in attachment A has been revised as follows:

No	Form Name	Form No.
1	Application for Student Pilot Licence (Initial & Renewal)	CAAM/BOP/FCL/1
2	Application for Private Pilot Licence (Initial & Renewal)	CAAM/BOP/FCL/2
3	Application for Commercial Pilot Licence (Initial)	CAAM/BOP/FCL/3
4	Application for Multi-crew Pilot Licence (Initial)	CAAM/BOP/FCL/MPL
5	Application for Airline Transport Pilot Licence (Initial)	CAAM/BOP/FCL/4
6	Renewal of a Professional Pilot's Licence	CAAM/BOP/FCL/8
7	Application & Report Form - Single Pilot Aeroplane - Skill Test	CAAM/BOP/FCL/9-SPA-ST
8	Application & Report Form - Single Pilot Aeroplane - Pilot Proficiency Check	CAAM/BOP/FCL/9-SPA-PPC
9	Application & Report Form - Single Pilot Aeroplane – Refresher Training	CAAM/BOP/FCL/9-SPA-RTrg
10	Application & Report Form - Multi-crew Operations Aeroplane - Skill Test/Endorsement	CAAM/BOP/FCL/9-MCA-ST/BT
11	Application & Report Form - Multi-crew Operations Aeroplane - Pilot Proficiency Check	CAAM/BOP/FCL/9-MCA-PPC
12	Application & Report Form - Helicopter - Skill Test/Endorsement	CAAM/BOP/FCL/10-H-ST/BT
13	Application & Report Form - Helicopter - Pilot Proficiency Check	CAAM/BOP/FCL/10-H-PPC
14	Application for FRTOL	CAAM/BOP/FCL/20
15	Application for RT Examiner	CAAM/BOP/FCL/21
16	Application for English Language Proficiency Test	CAAM/BOP/FCL/30
17	Application for Flight Test	CAAM/BOP/FCL/40
18	Application for Theoretical Knowledge Examination Paper (PPL)	CAAM/BOP/FCL/41
19	Application for Theoretical Knowledge Examination Paper (CPL/ATPL)	CAAM/BOP/FCL/42
20	Application for Theoretical Knowledge Examination Certificate	CAAM/BOP/FCL/43
21	Application for Verification of Licence Issued By CAAM	CAAM/BOP/FCL/44
22	Application for Validation of Licence	CAAM/BOP/FCL/45
23	Flight Instructor Application Form	CAAM/BOP/FCL/46



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24	Flight Instructor Authorisation/Check/Monitoring Form	CAAM/BOP/FCL/47
25	Foreign Security Clearance Form	CAAM/BOP/FCL/48
26	Application for Documents	CAAM/BOP/FCL/49
27	Request Letter for Acceptance for Professional Pilot Training	CAAM/BOP/FCL/50
28	Designated Flight Examiner Application Form	CAAM/BOP/DFE/1
29	Designated Flight Examiner Authorisation/Check/Monitoring Form	CAAM/BOP/DFE/2
30	Designated Flight Examiner Record of Test/Checks	CAAM/BOP/DFE/3
31	Application form for Medical	CAAM/MED/1

1.2.2 **Reason for change:** Inclusion of refresher training form for single-engine piston single pilot class rating renewal. The form is accessible in the CAAM website.