
AIC

MALAYSIA

PHONE: 6-03-8871 4000
FAX: 6-03-8881 0530
AFTN: WMKKYAYS

AERONAUTICAL INFORMATION SERVICES
DEPARTMENT OF CIVIL AVIATION
LEVEL 1-4, PODIUM BLOCK,
NO. 27, PERSIARAN PERDANA,
PRECINCT 4,
62618 PUTRAJAYA,
MALAYSIA

01/2012
23 MAY

RE-CATEGORISATION OF “NO-FLY ZONE” TO “RISK AREA” FOR HELICOPTER OPERATIONS IN SABAH AND SARAWAK

1 INTRODUCTION

- 1.1 This Aeronautical Information Circular (AIC) is issued in the exercise of the powers conferred under Section 24o of the Civil Aviation Act 1969.
- 1.2 The purpose of this AIC is to notify all Operators (Commercial, General Aviation and Military aircraft) that the ‘No Fly Zone’ has been recategorised into ‘Risk Area’ with new requirements and conditions of operations there of.

2 BACKGROUND

- 2.1 Since 2006, as a result of a number of air accidents involving both civil and military aircraft, the Cabinet had directed that certain areas in the States of Sabah and Sarawak be gazetted as “No-fly Zone.” After review by the Department of Civil Aviation and the Ministry of Transport, which attained the approval of the Cabinet, the “No-fly Zone” shall now be categorised as “Risk Area” and further sub-categorised as follows:
- a) **High Risk Area:** Hostile terrain associated with high altitude and remoteness. Elevation above 4000 feet Pressure Altitude (PA).
 - b) **Medium Risk Area:** Lower terrain with elevation of 4000 feet PA and below, and having scarce forced-landing areas..
 - c) **Low Risk Area:** Low-lying areas with plenty of forced-landing areas.
- 2.2 All Operators in Sabah and Sarawak operating into this “Risk Area” shall comply with this directive.

3 CONDITIONS OF OPERATIONS

- 3.1 All aircraft operating in the “Risk Area” shall be required to comply with the following operational restrictions:
- a) **High Risk Area**
 - i. To observe Weight, Altitude and Temperature (WAT) Performance Graph;
 - ii. Designated Route;
 - iii. Positive Radio Transmission (RT) on High Frequency (HF) radio with Controlling Authority and Operations Normal Call every 10 minutes; and
 - iv. Impose Operational Time Frame involving Take Off/Landing;

- Performance Class 1 (Single engine helicopter):
From 0600 - 1200 LT
From 1600 - 1830 LT
- Performance Class 2 (Twin engine helicopter):
From sunrise to sunset.

b) Medium Risk Area

- i. To observe WAT Performance Graph; and
- ii. Positive RT on HF with the Controlling Authority and Operations Normal Call every 20 minutes.

c) Low Risk Area

- i. To observe WAT Performance Graph; and
- ii. Positive RT on HF with Controlling Authority and Operations Normal Call every 30 minutes.

3.2 “Risk Assessment” shall be carried out for every flight on the following factors:

- a) Weather;
- b) Altitude/ Height of the area;
- c) Aircraft Performances; and
- d) Obstacles clearances.

3.3 Indoctrination Training with emphasis on safety at “Risk Area.”

3.4 “Line Acceptance Check” before flight crew being allowed to operate at “High Risk Area.”

3.5 Review/amend/incorporate into the operations manual for the “Risk Area” operations.

3.6 The Pilot in Command (PIC) of Private Flight or General Aviation operating in the “Risk Area” shall be responsible to the requirements in paragraph 3 above.

3.7 Flight Visibility and Clearance from Clouds. The flight shall be under Visual Flight Rules (VFR) conditions with minimum clearance of 1,000 feet from clouds and visibility of 5 nautical miles.

4 CONCLUSION

4.1 All Operators and/or PIC shall ensure that their operations are in compliance with this AIC.

DATO’ AZHARUDDIN ABDUL RAHMAN
Director General
Department of Civil Aviation
Malaysia