



12th March 2026

CAC REFERENCE NUMBER:	CAC 01/2026
APPLICABILITY:	AIR TRAFFIC SERVICES
EFFECTIVE DATE:	12/03/2026
DOCUMENT(S) EFFECTED:	CAD 11 – AIR TRAFFIC SERVICES

REVISED CADs 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 01/2026, in exercise of the powers conferred by section 24O of the Civil Aviation Act 1969 [Act 3].
- 1.2 This CAC, including the attachments is a legally binding document that supersedes the relevant paragraph(s) of the current published standards, requirements, procedures, or guidelines in the CADs.
- 1.3 The standards, requirements, procedures, or guidelines stated in this CAC will be incorporated into the relevant CADs 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 herewith thereto.

2 Revision(s)

2.1 Chapter 1.4 Definitions

2.1.1 To add as follows:

ATS provider (ATSP) means the relevant provider designated by the Civil Aviation Authority of Malaysia responsible for providing air traffic services in the airspace concerned.

ATS regulator means the relevant authority designated by the Civil Aviation Authority of Malaysia responsible to oversight and regulate the air traffic services.

2.1.1.1 Reason for change: New definitions are added to provide clarity.

2.2 Paragraph 2.28

2.2.1 Paragraph 2.28 has been amended as follows:



CIVIL AVIATION AUTHORITY OF MALAYSIA CIVIL AVIATION CIRCULAR (CAC) 01/2026

- 2.28.1 ATSP shall establish and comply with fatigue management system for air traffic control services. These systems must be based on scientific principles, current knowledge, and operational experience to ensure controllers maintain an adequate level of alertness. ATSP are required to implement the following measures to achieve this objective:
- a) systems that comply with scheduling limits in accordance with Appendix 5; and/or
 - b) fatigue risk management system (FRMS) to manage fatigue, in accordance with Appendix 6.
- 2.28.2 For the purpose of managing its fatigue-related safety risk, ATSP shall establish one of the following:
- a) air traffic controller schedules to commensurate with the service(s) provided and in compliance with the prescriptive limitation system established in accordance with 2.28.1 a); or
 - b) an FRMS in compliance with requirements in accordance with 2.28.1 b) for the provision of all air traffic control services; or
 - c) an FRMS, in compliance with requirements in accordance with 2.28.1 b) for a defined part of its air traffic control services in conjunction with schedules in compliance with the prescriptive limitation regulations in accordance with 2.28.1 a), for the remainder of its air traffic control services.
- 2.28.3 Where the ATSP complies with prescriptive limitation system of any part or all of its air traffic control services in accordance with provision 2.28.2 a), the ATSP shall:
- a) provide evidence that the limitations are not exceeded and that non-duty period requirements are met;
 - b) familiarise its personnel with the principles of fatigue management and its policies with regard to fatigue management;
 - c) notify the ATS regulator, within 72 hours, of the variations from the prescriptive limitation system to address any additional risks associated with sudden, unforeseen operational circumstances in accordance with the requirements in Appendix 5 of this CAD; and
 - d) submit application of variations to these system to the ATS regulator at least six (6) weeks prior to the commencement of the planned variation in order to address strategic operational needs in exceptional circumstances, based on the air traffic services provider demonstrating that any associated risk is being managed



CIVIL AVIATION AUTHORITY OF MALAYSIA

CIVIL AVIATION CIRCULAR (CAC) 01/2026

to a level of safety equivalent to, or better than, that achieved through the prescriptive fatigue management system.

Note. – Complying with the prescriptive limitations system does not relieve the ATSP of the responsibility to manage its risks, including fatigue-related risks, using its SMS in accordance with the provisions of CAD 19.

2.28.4 Where an ATSP implements an FRMS to manage fatigue-related safety risks in any part or all of its air traffic control services in accordance with 2.28.2 b), the ATSP shall:

- a) establish processes to integrate FRMS functions with its other safety management functions; and
- b) implement an FRMS that is approved by CAAM, ensuring it provides a level of safety acceptable to ATS regulator.

Note. — Provisions on the protection of safety information, which support the continued availability of information required by an FRMS, are contained in CAD 19.

2.2.1.1 **Reason for change:** Revised requirements to align with ICAO Annex 11

2.3 **Appendix 5**

2.3.1 **Appendix 5** has been amended as follows:

Note. – Guidance on the development and implementation of prescriptive fatigue management systems is contained in the Manual for the Oversight of Fatigue Management Approaches (ICAO Doc 9969).

1 The ATSP's Responsibilities

- a) duty rosters shall be prepared and published sufficiently in advance to provide ATC Officers the opportunity to plan adequate rest. Consideration shall be given to the cumulative effects of undertaking long duty hours interspersed with minimum non-work periods, and of avoiding rosters that result in the serious disruption of an established pattern of working and sleeping. Rosters shall cover a period of at least one (1) month.
- b) minimum non-work periods need to provide adequate rest such that the ATC Officer can achieve a suitable sleep period, as well as allowing for consideration of other physiological requirements and any associated travelling or commuting time.



CIVIL AVIATION AUTHORITY OF MALAYSIA CIVIL AVIATION CIRCULAR (CAC) 01/2026

- c) In order to avoid any detriment to an ATC Officer's performance, opportunities to consume a meal shall be arranged when the duty period exceeds 6 hours.
 - d) The ATSP shall not require an ATC Officer to undertake any safety related task if it is known or suspected that the ATC Officer is fatigued to the extent that safety may be adversely affected.
 - e) To provide evidence of compliance with prescriptive limits, records shall be kept for six (6) months of the duties performed and non-duty periods achieved so as to facilitate inspection by the service's authorised personnel and audit by the ATS regulator.
- 2 Air Traffic Controllers' Responsibilities
- a) An ATC Officer shall not perform any safety relevant tasks when he or she knows that he or she is fatigued or feels unfit to the extent that safety may be adversely affected.
 - b) ATC Officers should make best use of the facilities and opportunities that are provided for rest and for the consumption of meals. They shall plan and use rest periods to ensure that they are fully rested.
- 3 Duty Limitation Parameters
- a) Duty Period
 - 1) The duty period shall not exceed 12 hours;
 - 2) The aggregate of duty period hours shall not exceed 200 hours within a defined period of 720 consecutive hours or 30 consecutive days.
 - 3) There shall be at least 12 hours between the end of one duty period and the beginning of the next.
 - 4) No more than 6 consecutive days of duty shall be worked.
 - 5) If the maximum number of 6 consecutive days of duty is rostered, there shall be a minimum interval of 60 hours between the end of one consecutive period of duty days and the next.
 - b) Operational Duty
 - 1) No period of operational duty shall exceed 2 hours. During periods of low traffic, the operational duty period may be extended to, but shall not exceed, 4 hours.
 - 2) No operational duty shall exceed hours in 3 b)1) without there being a break taken during or at the end of that period.



CIVIL AVIATION AUTHORITY OF MALAYSIA CIVIL AVIATION CIRCULAR (CAC) 01/2026

- 3) A break shall not be less than 30 minutes.
- c) Night Duties
 - 1) A period of night duty shall be defined as starting at 0200 local time and ending at 0529 local time.
 - 2) A duty which covers all or part of the period of night duty shall not exceed 10 hours.
 - 3) No more than 3 consecutive night duties shall be worked which cover all or part of the period of night duty.
 - 4) If the maximum number of three (3) consecutive night duties is rostered, a minimum period of fifty four (54) hours shall occur between the end of duties which cover all or part of the period of night duty and the commencement of the next period of duty.
- d) On Call Duties
 - 1) No more than three (3) on-call duties shall be worked in a seven (7) day period.
 - 2) The maximum length of on-call period of duty where the ATC Officer does not attend the place of work shall be twenty (20) hours.
- 4 The ATSP shall establish a process for assigning unscheduled duties that allows air traffic controllers to avoid extended periods of being awake.
- 5 Refer to Chapter 2, provision 2.28.3 c) and d), the ATSP may apply variations on Duty Limitation Parameters. The ATSP shall submit the following:
 - a) the reason for the need to variation;
 - b) the extent of the variation;
 - c) the date and time of enactment of the variation; and
 - d) a safety assessment, outlining mitigations, to support the variation.

2.3.1.1 Reason for change:

- a) Revised the terms ATSP and ATS regulator;
- b) Revised recommended requirements to standards;
- c) Revised requirement for operational duty and night duties;
- d) Revised paragraph 5 to provide guidance.



3 Incorporating changes into CADs

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



DATO' CAPTAIN NORAZMAN BIN MAHMUD
Chief Executive Officer
for Civil Aviation Authority of Malaysia
12 March 2026