
AIC

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08/ 2005
26 May

Personnel Licensing Licences and Ratings

For Private Pilots Licence

1. INTRODUCTION

- 1.1 This AIC is issued in the exercise of the powers conferred under Section 240 of the Civil Aviation Act 1969 and in pursuance of Regulation 41 of the Civil Aviation Regulations 1996, with effect from 0001 hrs UTC on 1st. June 2005, a revised type of Licence for Private Pilots has been introduced.
- 1.2 The purpose of this Circular is to explain to pilots the requirements for maintaining the validity of their licences, when operating as flight crewmembers of Malaysian Registered Aircraft.
- 1.3 It is important to note that, under the new Licensing system it will be the responsibility of the licence holder to ensure the continued validity of the licence and associated ratings when exercising the privileges of the licence.

2. PRIVATE PILOT'S LICENCE AND RATINGS

2.1 Period of Validity of the Licence

The basic licence for a Private Pilot is normally valid throughout the lifetime of the holder but the holder of the licence MAY NOT exercise any of the privileges of the licence UNLESS IT CONTAINS UP TO DATE CERTIFICATES IN RESPECT OF BOTH MEDICAL FITNESS/LICENCE VALIDITY AND FLYNG COMPETENCY. i.e. CERTIFICATE OF EXPERIENCE (C of E) OR CERTIFICATE OF TEST (C of T).

2.2 Licence Privileges

- 2.2.1 The privileges of the Malaysian PPL Aeroplanes/Helicopters (A/H) are set out in 8th Schedule to the Civil Aviation Regulation 1996. The holder of the licence may fly as pilot in command or co-pilot of an aircraft specified in the Aircraft Rating included in the licence, provided the licence contains a valid medical certificate and the licence holder has a valid C of T or C of E endorsed in his personal licence.
- 2.2.2 The holder may not fly an aircraft for the purposes of public transport or aerial work other than aerial work which consists of giving either instruction in flying, conducting flying tests, towing gliders or dropping parachutists; and then only when the activity is carried out under the auspices of a club. He is not permitted to receive any remuneration whatsoever for his services as a pilot other than giving flying instruction or conducting flying tests.

2.2.3 The licence privileges may be extended by including:

- (a) an AFI or FI rating; or
- (b) an Instrument Meteorological Rating.
- (c) an Instrument Rating.

2.3 Aircraft Rating

2.3.1 The following ratings are placed on a pilot licence when an applicant satisfactorily accomplishes the requirements for the rating sought:

(1) Category ratings in the following aircraft:

- (i) Aeroplane
- (ii) Helicopter
- (iii) Glider
- (iv) Balloon

(2) Type ratings in the following aircraft:

- (i) Each type of aeroplane certificated for operation with a minimum crew of at least two pilots;
- (ii) All helicopters.
- (iii) Any aircraft considered necessary by DCA Malaysia.

Notes:

(1) Extra training should be required when moving from one type rating to another.

(3) Instrument ratings in the following aircraft:

- (i) Instrument – Aeroplane
- (ii) Instrument – Helicopter

(4) Instructor ratings:

- (i) AFI
- (ii) Flight instructors

2.3.2 The Aircraft Rating enables the licence holder to act as Pilot In Command (PIC) of the following Group of aircraft contained in the Aircraft Rating page of the licence:-

- (a) **Group A** aircraft rating which entitles the holder to act as PIC of all single-engine aeroplanes not exceeding 5700 kg maximum total weight authorised.
- (b) **Group B** aircraft rating which entitles the holder to act as PIC of all multi-engine aeroplanes not exceeding 5700 kg maximum total weight authorised.
- (c) **Group C** aircraft rating which entitles the holder to act as PIC of a specified type whose maximum total weight authorised exceeds 5700 kg.

- (d) The Aircraft Rating enables the licence holder to act as PIC of the types of helicopters contained in the Aircraft Rating page of the licence.

2.3.3 Night Rating

2.3.3.1 The applicant for a night rating will have successfully completed not less than 50 hours of combined dual and solo flight time.

2.3.3.2 The holder of a Private Pilot's Licence, which does not include a valid Instrument Rating, may not fly an aeroplane at night on which any passenger is carried unless the licence holder has, within the preceding ninety (90) days, carried out as pilot-in-command not less than 5 take-offs and landings at night.

2.3.3.3 A night rating for a Malaysian Private Pilot's Licence (Helicopter) is not issued.

2.3.4 Instrument Rating-Certificate of Test

2.3.4.1 A pilot may not exercise the privileges of his Instrument Rating unless he has, within the preceding thirteen (13) months passed a renewal flight test, and the Instrument Rating-Certificate of Test in the licence has been signed and dated by DCA authorised Instrument Rating Examiner.

2.3.5 Flight Radio Telephony Operator's Licence (Restricted)

2.3.5.1 The R/T (Restricted) Licence endorsed on the Private Pilot's Licence is normally valid for the same period as the licence, i.e. the lifetime of the holder. The holder of the licence may carry out the radio telephony service of any aircraft station operating on frequencies allocated to the aeronautical mobile service, provided that the operation of the transmitter requires only the use of simple external switching devices excluding all manual adjustments of frequency determining elements, and that the stability of the frequencies is automatically maintained by the transmitter itself.

2.4 Validity of Aircraft Rating

2.4.1 The validity of an aircraft rating is maintained by the inclusion in the pilot's personal flying licence of periodic Cs of T or Cs of E, the validity period of which is 13 months. Only officers of the DCA are authorised to sign a C of T.

2.4.2 For PPL holders, except that, any subsequent rating renewal C of T may be signed by the Authorised Examiner. C of E for PPL may however be signed by persons authorized by the DCA.

2.4.3 The minimum flying experience required to maintain an Aircraft Rating is five (5) hours as pilot in an aircraft of the same Group as the rating in the licence within the thirteen (13) months preceding the date of issue of the new C of E. All flying must be completed within the validity period of an existing C of E or C of T.

2.4.4 Flying experience towards a C of E may be gained on aircraft of any nationality, providing the holder was appropriately licensed and the log book entries have been certified as correct.

2.4.5 Pilots with more than one Group of aeroplane on their licence wishing to maintain the validity of each Aircraft Rating must include at least 1 flight as PIC in each Group (or type in the case of Group C aeroplanes) in the Aircraft Rating of the licence as part of the overall minimum 5 hours.

2.4.6 Pilots with more than one type of helicopter on their licence wishing to revalidate each Aircraft Rating must include at least 1 flight as PIC on each type in the Aircraft rating of the licence as

part of the overall minimum 5 hours.

- 2.4.7 An applicant whose most recent C of T or C of E has expired by less than five (5) years will be required to pass an aircraft rating flight test, the required items to be determined by the Authorised Examiner and agreed by DCA.
- 2.4.8 An applicant whose most recent C of T or C of E has expired by more than five (5) years but less than ten (10) years will be required to:-
- (a) Pass examinations in Air Law, Human performance and limitations and Aircraft (Type) for issue of the licence, and
 - (b) pass an Aircraft Rating flight test.
- 2.4.9 An applicant whose most recent C of T or C of E has expired by more than ten (10) years will be required to:-
- (a) pass all the ground examinations required for licence issue, and
 - (b) pass an Aircraft Rating flight test.

2.5 **Medical Requirements**

- 2.5.1 An applicant for a PPL (A/H) must hold a valid Malaysian Class 1 or 2 medical certificates.

2.6 **PPL Flight Test**

- 2.6.1 An applicant for a PPL(A) to be endorsed with an aircraft rating for Group A will be required to pass a flight test conducted by a DCA authorised PPL examiner.
- 2.6.2 An applicant for a PPL(H) is required to pass a flight test conducted by a TRE who is also a helicopter FI.

2.7 **Addition of a Multi-Engine Rating (A)**

- 2.7.1 The holder of a PPL (A) who wishes to add a Group B aircraft rating to his existing Group A aircraft rating must complete a course of training to a syllabus recognised by the DCA, pass a flight test and an Aircraft (type) examination.
- 2.7.2 The course of flying training must be completed within 12 months of the date of application and must take place on flights made for the sole purpose of Group B training and must provide:-
- (a) 2.5 hours P U/T under conditions of normal flight; and
 - (b) 3.5 hours P U/T in engine failure procedures and asymmetric flying techniques.
 - (c) 1 hour instrument flying.
- 2.7.3 For a Group B rating restricted to centre-line thrust aircraft only, the training may be reduced to 2.5 hours.
- 2.7.4 A licence holder with an aircraft rating in Group B restricted to centre-line thrust aircraft only, who wishes to convert to an unrestricted Group B rating will be required to carry out 3 hours P U/T in asymmetric flight on an aircraft with the engines mounted symmetrically either side of the lateral axis.
- 2.7.5 In all cases, the licence holder will be required to pass an Aircraft (type) examination and a flight test on a representative type within the Group for which the aircraft rating is required.

2.8 Inclusion of Additional Types (H)

2.8.1 A PPL(H) holder who wishes to have an additional helicopter type included in his licence is required to:-

- (a) have 5 hours as pilot on the helicopter type;
- (b) pass the aircraft type examination; and
- (c) pass a flight test conducted by a TRE.

3. This AIC supersedes AIC 04/90 dated 01 June 1990.

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