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TYPE RATING INSTRUCTOR (TRI) AND FLIGHT SIMULATOR INSTRUCTOR (FSI) [AEROPLANE (A) AND HELICOPTER (H)]

1. INTRODUCTION.

- 1.1 This AIC is issued in the exercise of the powers conferred under Section 24o of the Civil Aviation Act 1969.
- 1.2 All trainers for Type Rating Training (Multi-engine) shall possess Type Rating Instructor as appropriate.
- 1.3 All trainers for Flight Simulation Training shall possess a Flight Simulator Instructor as appropriate.
- 1.4 This AIC sets forth a means that would be acceptable to DCA for the purpose of complying with Regulation 44(2) Civil Aviation Regulations 1996.

2. GENERAL REQUIREMENTS.

- 2.1 The applicant for Type Rating Instructor or Flight Simulator Instructor – aeroplane or helicopter, shall -
 - 2.1.1 Hold at least the licence and rating for which instruction is being given, in the appropriate category; and
 - 2.1.2 Hold the licence and rating necessary to act as the pilot-in-command (PIC) of the aircraft on which the instruction is given; or
 - 2.1.3 Hold a specific instructor rating granted by the DCA Malaysia.
- 2.2 Notwithstanding 2.1, former holders of professional pilot licences, having instructional experience can apply for an authorization to provide flight instruction in a flight simulation training device, provided the applicant has at least two (2) years experience as type rating instructor in flight simulation training devices.

3. CRITERIA FOR QUALIFYING REQUIREMENTS

- 3.1 Type Rating Instructor (A & H)
 - 3.1.1 Subject to compliance with this Subpart, pilots having experience in accordance with 3.1.3 below may apply for a type rating instructor.

3.1.2 Knowledge.

3.1.2.1 The applicant for a type rating instructor shall receive and log ground training from an approved course on the following subjects:

- a) techniques of applied instruction;
- b) assessment of student performance in those subjects in which ground instruction is given;
- c) the learning process;
- d) elements of effective teaching;
- e) student evaluation and testing, training philosophies;
- f) training program development;
- g) lesson planning
- h) classroom instructional techniques;
- i) use of training aids, including flight simulation training devices as appropriate;
- j) analysis and correction of student errors;
- k) human performance relevant to flight instruction, including principles of threat and error management;
- l) hazards involved in simulating system failures and malfunctions in the aircraft;

3.1.2.2 The applicant shall received an endorsement for the knowledge test from an authorized instructor who:

- a) conducted the training on the knowledge subjects;
- b) certifies that the person is prepared for the required knowledge test; and

3.1.2.3 The applicant must pass the required knowledge test on the subjects listed in 3.1.2.1

- a) The test may be combined with the test under 3.1.5.

3.1.3 Experience:

3.1.3.1 The applicant for a type rating instructor shall have completed:

- a) for multi-pilot type rating instruction 500 hours of flight time as pilot-in-command on multi-pilot aircraft of the appropriate category including 30 route sectors in the preceding 12 months of which 15 sectors may have been completed in a flight simulator and have accumulated not less than 200 hours as pilot-in-command on type.

3.1.4 Flight Instruction:

3.1.4.1 The applicant for a type rating instructor shall, under the supervision of an instructor accepted by DCA for that purpose:

- a) have received instruction in instructional techniques including demonstration, student practices, recognition and correction of common student errors; and

- b) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide instruction on the subjects listed in Appendix A for type rating instructor.

3.1.5 Skill.

3.1.5.1 The applicant shall have demonstrated in a skill test, in the category and in type of aircraft for which instructor privileges are sought, the ability to instruct in those areas in which instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate on the subjects listed in Appendix A for type rating instructor.

3.1.6 Privileges.

3.1.6.1 Subject to compliance with the requirements specified in this Part, the privileges of the holder of a type rating instructor are to carry out flight instruction for the issue of an additional type rating including Crew Resource Management (CRM) training in the appropriate category.

3.2 Flight Simulator Instructor (A & H).

3.2.1 Notwithstanding 2.1, former holders of professional pilot licences, having instructional experience can apply for an authorization to provide flight instruction in a flight simulation training device, provided the applicant has at least two (2) years experience as type rating instructor in flight simulation training devices.

3.2.2 Former holders of professional pilot licences not having instructional experience may apply for an authorization to provide flight instruction in a flight simulation training device, provided the applicant has at least 1000 hrs as PIC on type and fulfil the requirements as stated in 3.1.2

3.2.3 Skill.

3.2.3.1 The applicant shall have demonstrated in a skill test, in the category and in the class or type of aircraft for which instructor authorization privileges are sought, the ability to instruct in those areas in which ground instruction is to be given.

3.2.4 Privileges.

3.2.4.1 Subject to compliance with the requirements specified in this Part, the privileges of the holder of an authorization are to carry out flight simulation training instruction for the issue of a class or type rating in the appropriate category.

4. PERIOD OF VALIDITY AND CERTIFICATE OF TEST (C OF T)

4.1 The period of validity.

- a. Type Rating Instructor – 24 months
- b. FSI – 36 months

4.2 For the renewal of a type rating instructor, the applicant shall:

- a. have conducted one simulator session of at least three(3) hours or one air exercise of at least one (1) hour of a type rating course in the preceding twelve (12) months; and

- b. within the preceding twenty-four (24) calendar months complete a proficiency check on the subjects listed in Appendix A.

4.3 For the renewal of a Flight Simulator Instructor, the applicant shall:

- a. have conducted one simulator session of at least three (3) hours of a type rating course in the preceding twelve (12) months.

5. RE-ISSUE.

5.1 If the instructor rating or authorization has been expired the applicant shall:

- a. have received refresher training from an authorized instructor with an endorsement that the person is prepared for the required skill test; and
- b. pass the required skill test on the subjects listed in Appendix A.

6. CONCLUSION.

6.1 This AIC is published in accordance to Section 24o Civil Aviation Act 1969.

DATO' IR KOK SOO CHON
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INSTRUCTOR RATING FOR TYPE RATINGS – FLIGHT INSTRUCTION, SKILL TEST AND PROFICIENCY CHECK

1. The flight instruction, skill test and proficiency checks for instructors for additional type ratings - aeroplane and helicopter shall include at least the following areas of operation:

Note:

When (A) is indicated the item or paragraph is only for Aeroplane. When (H) is indicated the item or paragraph is only for Helicopter. When nothing is indicated the item and the paragraph are for A and H.

1.1. Technical subject areas

- 1.1.1 The content of the technical subject areas shall cover the areas as applicable to the aircraft class or type.

- 1.1.2 Flight simulator; including the applicant's knowledge and performance of the following tasks:-

- a. Use of checklist, setting of radios/navigation aids
- b. Starting engines
- c. Take-off checks
- d. Instrument take-off, transition to instruments after lift off
- e. Engine failure during take-off between V1 and V2 (Aeroplane)
- f. Aborted take-off prior to reaching V1 (A)
- g. High mach buffeting, specific flight characteristics (if necessary) (A)
- h. Take-off with engine failure prior to TDP or shortly after TDP (Helicopter)
- i. Steep turns
- j. Recovery from approach to stall/take-off, clean landing configuration (Aeroplane)
- k. Instrument approach to required minimum decision height or minimum descent height/altitude, manual one engine simulated inoperative during approach and landing or go-around (Aeroplane)
- l. Instrument approach to required minimum decision height or minimum descent height/altitude, autopilot one engine simulated inoperative during approach and landing or go-around (Helicopter)
- m. Rejected landing and go-around
- n. Crosswind landing

- 1.1.3 Category (CAT) II and III operations, if applicable; including the applicant's knowledge and performance of the following tasks--

- a. Precision approaches, automatic with auto-throttle and flight director go-around caused by aircraft or ground equipment deficiencies
- b. Go-around caused by weather conditions
- c. Go-around at Decision Height (DH) caused by offset position from centerline
- d. One of the CAT II/CAT III approaches must lead to a landing

- 1.1.4 Aircraft; including the applicant's knowledge and performance of the following tasks--
- a. Familiarization with controls during outside checks
 - b. Use of checklist, setting of radios and navigation aids, starting engines
 - c. Taxiing
 - d. Take-off
 - e. Engine failure during take-off short after V₂, after reaching climb out attitude (Aeroplane)
 - f. Engine failure during take-off short after TDP after reaching climb out attitude (Helicopter)
 - g. Other emergency procedures (if necessary)
 - h. Instrument approaches to required minimum decision height, manual one engine out during approach and landing or go-around
 - i. One engine simulated inoperative go-around from required minimum decision height
 - j. One engine (critical) simulated inoperative landing