
AIC

MALAYSIA

PHONE : 6-03-8871 4000
TELEX : PENAWA MA 30128
FAX : 6-03-8881 0530
AFTN : WMKKYAYS
COMM : AIRCIVIL
KUALA LUMPUR

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

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VISUAL DEPARTURE

1. INTRODUCTION

- 1.1 Visual departures have been offered by ATC or requested by pilots for many years but no formal explanation on the application is found in the AIP. The purpose of this AIC is to formally notify all Operators on the application of visual departures.

2. BACKGROUND

- 2.1 In good weather conditions, greater efficiency and flexibility can be derived by allowing pilots flying under IFR to navigate while maintaining terrain clearance visually. Visual arrivals have allowed both pilots and controllers take advantage of weather conditions during the arrival phase. These same benefits can be extended to the departure phase.

3. DEFINITION

- 3.1 A visual departure is a departure by an IFR flight when either part or all of an instrument departure procedure (e.g. standard instrument departure [SID]) is not completed and the departure is executed in visual reference to terrain.

4. APPLICATION

- 4.1 An IFR flight may be cleared to execute a visual departure upon request by the pilot or initiated by the controller and accepted by the pilot. To execute a visual departure, the aircraft take-off performance characteristics shall allow them to make an early turn after take-off.

When implemented, visual departure shall be applied under the following conditions:

- a) the meteorological conditions in the direction of take-off and the following climb-out shall not impair the procedure up to minimum sector altitude (MSA) or surveillance minimum altitude (SMA) when radar services are provided. ATC shall issue an initial altitude clearance that is above the MSA or SMA
- b) the procedure shall be applied during the daytime;
- c) the pilot shall be responsible for maintaining obstacle clearance until passing the MSA or SMA; and
- d) separation shall be provided between an aircraft cleared to execute a visual departure and other departing and arriving aircraft.

5. PHRASEOLOGY

| INITIATED BY ATC | | |
|--------------------------------|-----------------------------------|-----------------------------|
| ATC | Pilot (if able to accept) | Pilot (if unable to accept) |
| <i>Expect visual departure</i> | <i>Expecting visual departure</i> | <i>Unable</i> |

| INITIATED BY PILOT | | |
|---------------------------------|--------------------------------|---|
| Pilot | ATC | ATC (if the unit is unable to approve) |
| <i>Request visual departure</i> | <i>Expect visual departure</i> | <i>Unable to approve on this frequency, request again when in contact with (unit)</i> |

When clearance is issued prior to start up/push back

ATC: *“(callsign) cleared to (destination) (SID) (altitude) (transponder code) expect visual departure”*

Pilot: *“(callsign) cleared to (destination) (SID) (altitude) (transponder code) expecting visual departure/unable”*

At the holding point/upon lining up

- i) if the intention is to track the aircraft to a point where the SID terminates or a point beyond

ATC: *“(callsign) cancel SID, visual departure, direct (waypoint) climb to (altitude), (runway) [if applicable] cleared for take off”*

- ii) if the intention is to track the aircraft to a point along the SID

ATC: *“(callsign) visual departure, direct (waypoint) climb to (altitude), (runway) [if applicable] cleared for take off”*

- iii) if the intention is to keep the aircraft on a specific heading due traffic (see note 1)

ATC: *“(callsign) visual departure, fly/turn left or right heading (xxx) climb to (altitude), (runway) [if applicable] cleared for take off”*

- iv) if the Tower ATC is unable to approve pilot's request for visual departure (see note 2)

ATC: *“(callsign) unable to approve on this frequency, make your request when in contact with (ATC unit), (runway) [if applicable] cleared for take off”*

After the aircraft is airborne

- i) Pilot: *“(ATC unit) (callsign) visual departure (direct waypoint, left/right heading xxx) leaving (altitude)..... climbing (altitude).....”*

- ii) Pilot: “(ATC unit) “(callsign) KIMAT ALPHA departure, leaving (altitude) climbing to..... (altitude) request visual departure.”

Note 1: If the heading is unacceptable, pilot shall advise ATC and, if possible, suggest a heading that is acceptable.

Note 2: At some ATC units, Approach and Aerodrome Control units are not co – located. To reduce co-ordination, Aerodrome Control may restrict the departure on the SID or Standard Radar Departure. After airborne and in contact with the Approach Control, a visual departure request may be made again by the pilot.

6. CONCLUSION

- 6.1 All Operators and ATC Units shall ensure that their operations are in compliance with this AIC. This AIC will subsequently be incorporated into AIP Malaysia.

DATO' AZHARUDDIN ABDUL RAHMAN.
Director General
Department of Civil Aviation
Malaysia