

## 5.6 Closure Of Aerodromes

- 5.6.1 Aircraft will not be refused permission to land or take-off from airfields in the Kuala Lumpur FIR and Kota Kinabalu FIR solely because of adverse weather conditions. The pilot-in-command of public transport aircraft shall be responsible for operations in accordance with applicable company weather minima.
- 5.6.2 Aerodromes will be closed:
- When the surface of the landing area is unfit e.g. soft surface or dangerous obstruction on the manoeuvring area; or
  - At such other times and in conditions specified by NOTAM.
- 5.6.3 In an emergency an aircraft will be permitted to land regardless of the conditions of the aerodrome or aerodrome facilities, but the pilot will be advised of these conditions.

## 5.7 Air Traffic Control Clearances

- 5.7.1 All flights within a CTR, irrespective of weather conditions require an air traffic control clearance.
- 5.7.2 The pilot-in-command of an aircraft departing from a CTR shall obtain an air traffic control clearance prior to departure.
- 5.7.3 A clearance to enter or cross a CTR will include the following information:
- A clearance limit and holding instructions, if necessary;
  - The route to be flown; and
  - The altitude or flight level.
- 5.7.4 Air Traffic Control Service
- 5.7.4.1 Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.
- 5.7.5 Potential Reclearance in Flight
- 5.7.5.1 If prior to departure it is anticipated that depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

**Note.** *The intent of this provision is to facilitate a reclearance to a revised destination, normally beyond the field destination aerodrome.*

## 5.7.6 Overtaking

- 5.7.6.1 An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

## 5.8 Suspension Of VFR Flights

- 5.8.1 VFR flights shall not be permitted to take-off or land at an aerodrome within a control zone or enter the traffic pattern.
- When the reported cloud ceiling is below 1,500 ft ; or
  - When the ground visibility is less than 5 KM.

## 5.9 Start-Up Procedures

5.9.1 The pilot-in-command of an aircraft shall listen out on the appropriate aerodrome control/surface movement frequency as early as possible prior to starting engines in anticipation of an instruction or a message that may come from ATC. When ready to start, ATC must be immediately advised so that there would be sufficient time for the issuance of airways clearance to the aircraft.

5.9.2 For all aircraft operating at the airfields within Control Zones at which Aerodrome Control Services and/or Surface Movement Control Services are provided, prescribed procedures below shall apply.

The pilot-in-command shall :

- a) Just prior to starting engines, obtain a start-up clearance
- b) After start-up, obtain ATC clearance ;
- c) Obtain push back clearance (where relevant) and taxi instructions and maintain a listening watch on the prescribed ground control frequency while taxiing ;
- d) Change to Aerodrome or Aerodrome/Approach Control frequency when nearing the holding point ;
- e) Report READY for take-off.

5.9.3 At KL International Airport and Subang Sultan Abdul Aziz Shah Airport, the following procedure shall apply.

The pilot-in-command shall:

- a) obtain ATC clearance from Lumpur Delivery,
- b) on receipt of ATC clearance, contact Lumpur Ground/Subang Ground for start-up and/or push-back clearance within 5 minutes,
- c) follow the procedures in accordance with paragraph 5.10.2 sub para (c) onwards

## 5.10 Taxiing

5.10.1 A pilot-in-command shall obtain clearance to taxi before leaving the parking area.

**Note.** *Taxi clearance will relate to movement on the manoeuvring area, but excluding the marshalling area.*

5.10.2 Aircraft taxiing on the manoeuvring area will be regulated by ATC to avoid or reduce possible conflict and will be provided with traffic information and alerting service.

5.10.3 The pilot-in-command shall not taxi his aircraft on to the runway in use except with the permission of aerodrome control.

5.10.4 An aircraft taxiing on the maneuvering area shall stop and hold at all runway-holding positions unless otherwise authorized by the aerodrome control tower.

## 5.11 Take Off And Landing

5.11.1 The pilot-in-command shall not take-off or land without a clearance from aerodrome control.

5.11.2 The pilot-in-command shall not run-up engine(s) on the runway in use unless authorised by aerodrome control. Engine run-ups may be carried out in the holding pan or taxiway holding point clear of the runway in use.

5.11.3 Departing aircraft will be instructed when to change from aerodrome/approach to approach/enroute control frequency.

5.11.4 After landing, the pilot-in-command shall vacate the runway by the shortest possible route or in accordance with instructions from aerodrome control and change to ground frequency, where available, immediately after clearing the runway. The pilot shall maintain a watch on ground frequency/frequencies for taxiing and parking instructions until the aircraft has arrived at the parking bay.

5.11.5 Non-radio equipped aircraft shall stop after vacating the runway and watch for light signals from aerodrome control tower.

## 5.12 Arriving Aircraft

5.12.1 The pilot-in-command of an arriving aircraft shall contact the appropriate approach control unit 10 minutes before entering the CTR, or as instructed by enroute control.

5.12.2 Arriving traffic will be issued with the following weather information except where ATIS is available:

- a) Wind direction and speed;
- b) Visibility;
- c) Present weather;
- d) Cloud base and amount;
- e) QNH; (QFE on request); and
- f) Any other significant meteorological information.

**Note.** *If the aircraft reports VMC below cloud and it is apparent that it can maintain VMC, only the surface wind and appropriate pressure need be given unless a full report is requested by the pilot.*

### 5.13 Instrument Approach

5.13.1 Instrument approaches are specified in ENR 1.5.

5.13.2 An expected approach time will be issued on initial contact with Approach Control. Any revisions will be notified immediately to the pilot-in-command.

### 5.14 Missed Approach

5.14.1 In the event of a missed approach the pilot-in-command shall initiate the published missed approach procedure.

### 5.15 Aerodrome Flight Information Service

5.15.1 A flight information service is provided at certain notified aerodromes where no Air Traffic Control is established.

5.15.2 This 'Service' is called 'Aerodrome Flight Information Service' and it is operated at some of the less busy aerodromes and airstrips where lack of suitably qualified staff or scarcity of movements precludes the establishment of an Aerodrome Control Service.

5.15.3 The function of the 'Aerodrome Flight Information Service' is to provide certain vital information to pilots wishing to land. It is not an air traffic control service.

5.15.4 Pilots will be given the information they require but will be expected to decide for themselves what action they should take. For example, they will be told the wind direction and speed but they will have to make up their own minds which runway should be used. They can however be advised of the direction of the runway nearest into wind, but this need not necessarily be used.

5.15.5 The fundamental difference between the 'Aerodrome Flight Information Service' and an Air Traffic Control Service such as Aerodrome or Approach Control Service is that in the Aerodrome Flight Information Service, no 'Control' of aircraft is exercised nor are instructions' passed to pilots.

5.15.6 The Aerodrome Flight Information Service will operate as follows:

- a) Provision of aerodrome weather information.
- b) Information of the state of serviceability of the aerodrome and its facilities.
- c) Relay of messages from or to respective FICs.
- d) Provision of information on vehicular traffic on the manoeuvring area.
- e) Provision of aerodrome crash and fire services and alerting of other local emergency services.
- f) Provision of emergency aerodrome lighting.
- g) Information of other traffic.

### 5.15.7 Right-of-way

**Note1** The aircraft that has the right-of-way shall maintain its heading and speed, but nothing in these rules shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

**Note1** - *Operating procedures for use of ACAS are contained in PANS-OPS (Doc 8168), Volume I, Part VIII, Chapter 3.*

**Note 2-** *Carriage requirements for ACAS equipment are addressed in Annex 6, Part I, Chapter 6.*

**Note1** An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over,

under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

#### **5.15.8 Approaching Head-on**

5.15.8.1 When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

#### **5.15.9 Converging**

5.15.9.1 When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

- a) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
- b) airships shall give way to gliders and balloons;
- c) gliders shall give way to balloons;
- d) power-driven aircraft shall give way to aircraft which seen to towing other aircraft or object.

#### **5.15.10 Overtaking**

5.15.10.1 An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

### **5.16 Special VFR Flight**

5.16.1 A Special VFR flight provides flexibility, during Instrument Meteorological Conditions or between the hours of sunset and sunrise in a control zone, to a pilot who is unable to comply with Instrument Flight Rules.

5.16.2 Special VFR flights may be authorised to enter a control zone for the purpose of landing or take-off and depart directly from a control zone.

5.16.3 Special VFR flights may be authorised only when the ground visibility is not less than 1500 metres.

5.16.4 Special VFR flights must not be allowed to hinder or interfere with IFR flights and must therefore be regarded as a concession which will be granted when traffic conditions permit. IFR flights take precedence over Special VFR flights.

5.16.5 A Special VFR clearance may be issued only when specifically requested by a pilot.

5.16.6 Authorization for Special VFR flights will depend upon traffic conditions, the extent of the proposed flight and whether or not air/ground communications can be maintained.

5.16.7 Special VFR flights will not normally be given a specific level to fly; they will be merely instructed to remain clear of cloud and in sight of the surface. However, if it is necessary to maintain vertical separation from other aircraft above, the Special VFR aircraft may be required to remain below a specified level.

5.16.8 Standard separation shall be provided:

- a) Between IFR flight and Special VFR flights.
- b) Between flights operating on Special VFR clearance.

5.16.9 The pilot-in-command of a Special VFR flight shall:

- a) submit a Flight Plan or a flight notification.
- b) comply with ATC instructions.
- c) be responsible for ensuring that he flies within the limitation of his licence.
- d) be responsible for ensuring that he is able to remain clear of cloud, in sight of the surface and keep clear of obstacles.
- e) be responsible for maintaining the minimum safe altitude/low flying restrictions as prescribed in Rule 5 of the Eleventh schedule of the Civil Aviation Regulation 1996.

5.16.10 Aircraft flying under Special VFR authorisation are subject to the general flight rules. Compliance with these rules is the responsibility of the pilot.