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NOTICE 3
01 JAN 00

TERMS FOR THE CONVERSION OF NON-MALAYSIAN PILOT'S LICENCES (AEROPLANE AND HELICOPTERS) OF ICAO CONTRACTING STATES

1. GENERAL

1.1 The holder of a professional pilot's license issued by an ICAO contracting states who wants a Malaysian licence issued on the strength of it (a process known as "conversion") should apply for an assessment of flying experience on Form (Borang) JPA 3A-1. The form can be obtained from:

Flight Operations Division
Department of Civil Aviation Malaysia
Level 2, Block Podium B
Lot 4G4, Precinct 4
Federal Government Administrative Centre
62570 PUTRAJAYA

1.1.1 And should be returned completed and accompanied by licences and logbooks to the same address.

1.2 The terms for the conversion of non-Malaysian Private Pilot's Licences are detailed in paragraph 5.

1.3 Any licence being offered for conversion must be valid when an application for assessment is made, In the case of permanent licences where the valid medical certificate must also be produced. Conversion terms provided on the basis of a temporary airman's certificate or licence will be provisional only.

1.4 Each application will be assessed individually and the Department of Civil Aviation may vary, in particular circumstances, the requirements set out in this document.

2. PROFESSIONAL PILOT'S LICENCE

**THE HOLDER OF NON-MALAYSIAN SCP OR ATPL LICENCE (AEROPLANE) -
APPLYING FOR A MALAYSIAN ATP LICENCE (AEROPLANES)**

2.1 Where the holder of a current non-Malaysian professional pilot's licence wishes to convert to a Malaysian professional pilot's licence, the following terms will normally apply in each of the particulars cases specified below:

2.2 Must meet in full the detailed experience requirements for the Malaysian ATP licence.

2.3 Pass the Initial Medical Examination.



2.4 Pass all technical examination.

2.5 Provided that, where the holder of non- Malaysian ATP licence can produce evidence that he has taken the Malaysian equivalent ATP licence technical examination or

2.6 He has at least 3000 hours experience as pilot-in-command of aircraft exceeding 20,000 kg MTWA on international scheduled flights or similar Public Transport flights with an established airline, and he must be sponsored by a Malaysian Air Operator, or

2.7 He has at least 5000 hours flying experience of which at least 1500 hours must be a pilot-in- command with an established airline including at least 500 hours must be pilot-in-command on the type operated by the sponsoring Air Operator. Applicants must also have a minimum of 50 hours flying experience as pilot-in-command on the date of application for issue of Malaysian licence. Alternatively a minimum of 50 hours flying experience as pilot-in-command under supervision with the sponsoring air operator would be accepted a fulfilling this requirement.

2.8 He may be exempted from all technical examinations except the Aviation Law, Flight Rules and Procedures examinations.

2.9 Pass an Instrument Rating Flight Test.

2.10 Pass the Technical Examination for each aircraft required in Parts I and II for the Malaysian licence unless he is exempted because he already possesses the type ratings endorsed in his non- Malaysian pilot's licence.

2.11 Pass type rating flight test for each aircraft required in Part I and II of Malaysian licence.

2.12 Pass a Performance Group A examination in accordance with the current DCA requirements. (If the applicant has been currently flying an aircraft exceeding 20,000 kg MTWA he may be exempted).

2.13 If the applicant is in current day and night flying practice, with no long lay-off from flying, he may be exempted from the General Flying Tests day and night. If not, he will be required to take either or both.

3. APPLYING FOR A MALAYSIAN CPL WITH INSTRUMENT RATING

3.1 Pass the Initial Medical Examination.

3.2 Pass the Aviation Law, Flight Rules and Procedures examination.

3.3 Pass the Initial Instrument Ranting Flight Test.



3.4 Pass the Technical Examination for each aircraft required in Part I and Part II for the Malaysian licence unless he is exempted because he already possesses the type rating endorsed in his non- Malaysian pilot's licence.

3.5 Pass a type rating flight test for each aircraft required in Part I and Part II of the Malaysian licence.

3.6 Pass a Performance Group A examination in accordance with the current DCA requirements. (If the applicant has been currently flying an aircraft exceeding 20,000 kg MTWA he may be exempted).

3.7 If the applicant is in current day and night flying practice, with no long lay-off from flying he may be exempted from the General Flying Tests day and night. If not, he will be required to take either or both.

3.8 The application for conversion must be sponsored by a Malaysian Air Operator.

4. THE HOLDER OF A NON-MALAYSIAN CPL WITH INSTRUMENT RATING APPLYING FOR MALAYSIAN CPL INSTRUMENT RATING

4.1 Must meet in full the detailed experience requirements for the Malaysian (except the total requirement is reduced to 700 hours). If the application does not meet these experience requirements, he must attend a proportionate part of a Malaysian approved CPL/IR course, the extent of which will depend upon his overall flying experience.

4.2 Pass all Initial medical Examination.

4.3 Pass all technical examinations.

4.4 Provided that, where the holder of a non- Malaysian CPL can produce evidence that he has taken the Malaysian equivalent CPL technical examination or

4.5 He has at least 1,800 hours experience as co-pilot of an aircraft and must also have a minimum flying experience of 750 hours as pilot-in-command of an aircraft or

4.6 He has at least 3 years of experience as co-pilot of an aircraft exceeding 20,000 kg on international scheduled flights or similar Public Transport flights with an established airline, and he must be sponsored by a Malaysian Air Operator. He may be exempted from all technical examinations except the Aviation Law, Flight Rules and Procedures examination.

4.7 Pass the initial Instrument Rating Flight Test.



4.8 Pass the Technical Examination for each aircraft required in Part I and II for the Malaysian licence unless he is exempted because he already possesses the type ratings endorsed in his non-Malaysian pilot's licence.

4.9 Pass a type rating flight test for each aircraft required in Part I and Part II of the Malaysian licence.

4.10 Pass a Performance Group A examination in accordance with the current DCA requirements. (If the applicant has been currently flying an aircraft exceeding 20,000 kg MTWA he may be exempted).

4.11 If the applicant is in current day and night flying practice with no long lay-off from flying, he may be exempted from the General Flying Tests day and night. If not, he will be required to take either or both.

5. PRIVATE PILOT'S LICENCE

5.1 If the holder of a valid non- Malaysian PPL wishes to convert it to a Malaysian PPL he must: -

5.1.1 Pass an Initial Medical Examination.

5.1.2 Pass the Aviation law, Flight Rules and Procedures Examinations.

5.1.3 Produce logbook evidence of recent flying experience of 5 hours pilot-in-command in the past 13 months.

5.1.4 Produce his current non-Malaysian licence.

5.2 The holder of a lapsed non-Malaysian PPL is not acceptable for conversion to a Malaysian equivalent. If the application wishes to obtain a Malaysian PPL with a lapse PPL, he must:

5.2.1 Pass the Initial Medical Examination.

5.2.2 Pass all technical examinations.

5.2.3 Pass a flight test conducted by the Departmental Flight Examiner.

5.2.4 Produce logbook evidence of having met in full the detailed experience requirements for the Malaysian PPL.

6. TERMS FOR THE CONVERSION OF NON-MALAYSIAN PILOTS'S LICENCE (HELICOPTERS) OF ICAO CONTRACTING STATES - THE HOLDER OF A NON-MALAYSIAN ATPL LICENCE (HELICOPTERS) - APPLING FOR A MALAYSIAN ATPL LICENCE (HELICOPTERS)



- 6.1 Must meet in full the detailed requirements for the Malaysian ATP licence.
- 6.2 Pass the Initial Medical Examination.
- 6.3 Pass all technical examinations.
- 6.4 Provided that, where the holder of a non-Malaysian ATP Licence can produce evidence that he has taken the Malaysian equivalent CP/ATP licence technical examinations or
- 6.5 He has at least 1800 hours experience as pilot of helicopters and must also have a minimum flying experience of 600 hours as pilot-in-command of helicopters with an established air operator.
- 6.6 He may be exempted from all technical examinations except the Aviation Law, Flight Rules and Procedures examination.
- 6.7 Pass the technical Examination for each helicopter required in Part I and Part II for the Malaysian licence unless he is exempted because he already possesses the type ratings endorsed in his non-Malaysian pilot's licence.
- 6.8 Pass type-rating flight test for each helicopter required in Part I and Part II of the Malaysian licence.
- 6.9 If the applicant is in current day night flying practice, with no long lay-off from flying, he may be exempted from the General Flying Tests day and night. If nor, he will be required to take either or both.
- 6.10 The applicant must be sponsored by a Malaysian Air Operator.

7. THE HOLDER OF A NON-MALAYSIAN CPL LICENCE (HELICOPTERS) - APPLYING FOR A MALAYSIAN CPL LICENCE (HELICOPTERS)

- 7.1 Must meet in full the detailed experience requirements for the Malaysian CPL (Helicopters) (except that the total requirement is reduced to 400 hours). If the applicant does not meet these experience requirements, he must attend a proportionate part of a Malaysian approval CPL (Helicopters) course, the extent of which will depend upon his overall flying experience.
- 7.2 Pass the Initial Medical Examination.
- 7.3 Pass all the technical examinations.
- 7.4 He has at least 1200 hours experience as pilot of helicopters and must also have minimum flying experience of 400 hours as pilot-in-command of helicopters with an established air operator.



7.5 He may be exempted from all technical examinations except, the Aviation Law, Flight Rules and Procedures examination.

7.6 Pass the Technical Examination for each helicopter required in Parts I and II for the Malaysian licence unless he is exempted because he already possesses the type ratings endorsed in his Malaysian pilot's licence.

7.7 Pass a type-rating flight test for each helicopter required in Part I and Part II of the Malaysian licence.

7.8 If the applicant is in current day and night flying practice, with no long lay-off from flying, he may be exempted from the General Flying Tests day and night. If not, he will be required to take either or both.

7.9 The applicant must be sponsored by a Malaysian Air Operator.

8. PRIVATE PILOT'S LICENCE (HELICOPTER)

8.1 If the holder of a valid non-Malaysian PPL (H) wishes to convert it to a Malaysian PPL (H) he must: -

8.2 Pass an Initial Medical Examination.

8.3 Pass the Aviation Law, Flight Rules and Procedures Examination.

8.4 Produce logbook evidence of recent flying experience of 5 flights as pilot-in-command immediately within 90 days.

8.5 Produce his current non-Malaysian licence.

8.6 The holder of a lapsed non-Malaysian PPL (H) is no acceptable for conversion to a Malaysian equivalent. If the applicant so wishes to obtain a Malaysian PPL (H) he must: -

8.7 Pass the Initial Medical Examination.

8.8 Pass (a) Aviation Law, Flight Rules and Procedures (b) Navigation and Meteorology (c) Rotorcraft (General) (d) Airframes & Engines (Specific Type).

8.9 Pass a flight test conducted by an Authorized Flight Examiner.

8.10 Produce logbook evidence of having met in full the detailed experience requirements for the Malaysian PPL (H).