

**Contact**

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**AIC for Malaysia**

**AIC**  
**05/1997**  
**Effective from 22 APR 1997**  
**to PERM**  
**Published on 22 APR 1997**

**MICROLIGHT AND KITPLANE OPERATION IN MALAYSIA****1 PURPOSE**

1.1 This Aeronautical Information Circular (AIC) prescribes the requirements to be met by applicants concerning construction/assembling, certification, registration, operation and maintenance of microlights and kitplanes that are accepted by the Department of Civil Aviation (DCA) Malaysia.

**2 CANCELLATIONS**

2.1 Aeronautical Information Circular (AIC) No. 3/85, Operation of Microlight in Malaysia, dated 1st July 1985 is cancelled

**3 GENERAL**

3.1 The requirements prescribed in the AIC is effective from the date it is published.

3.2 Microlight / Kitplane registered in Malaysia are only allowed to operate within Malaysia and flight outside Malaysia jurisdiction will require prior permission from the state concerned.

3.3 Microlight/Kitplane are not permitted to conduct flights for the purpose of public transport or aerial work.

3.4 Applicant wishing to undertake a particular project shall do it solely for educational or recreational purposes and conduct flight for private use only.

3.5 The applicant shall contact EAA Malaysia or DCA before embarking on the project with full details of the aircraft characteristics, make up of the kit (if applicable), place of construction, construction techniques, person who will be responsible for the building of the aircraft (builder). The applicant will then be advised of the eligibility of the project for acceptance.

3.6 The permit to fly document shall be issued only by DCA.

3.7 The period of validity for the Permit to Fly is normally one (1) calendar year.

3.8 The Permit to Fly shall remain valid for the period specified on it and shall be subject to the condition prescribed therein.

3.9 The following placards shall be displayed at a location in full view of the occupants.

3.9.1 No Smoking

3.9.2 Occupant Warning:- This Aircraft Does Not Comply With the Civil Airworthiness Code of the State of Manufacture and The State of Registry

3.9.3 Applicant wishing to embody a major modification on the aircraft that affects the flight characteristics shall obtain approval from DCA.

**4 REQUIREMENTS**

4.1 The following requirements outlined below shall be applied with regard to Airworthiness Pilot Licensing, Air Traffic Control, Aerodromes and other related activities of microlight and kitplane in the Malaysian Airspace.

**5 DEFINITION****5.1 MICROLIGHT**

5.1.1 Empty weight of not exceeding 150kg

5.1.2 Wing loading at maximum empty weight not exceeding 10 kg per square metre.

5.1.3 Seating capacity not exceeding two (2) persons, including pilot.

**5.2 KITPLANE**

5.2.1 Maximum Take-off weight authorized (MTWA) not exceeding 750kg

5.2.2 Seating capacity not exceeding two (2) persons, including pilot

5.2.3 Equipment with single piston engine

5.2.4 Can be constructed from kit parts, blue prints or build plans.

**6 REGISTRATION**

6.1 The basic provisions are as follows:-

6.1.1 Malaysian citizens ( for individual ownership). Foreigners having resident status may also be considered.

6.1.2 Bodies incorporated and having their principal place of business in Malaysia.

6.2 For individual registration, the owner shall also be the operator.



6.3 The aircraft shall display the nationality and registration markings. The following registration prefix shall be assigned:-

6.3.1 Microlight 9M-U\_\_series

6.3.2 Kitplane 9M-E\_\_series

6.4 Detail procedures for aircraft registration can be found in DCA Airworthiness Notice No. 66

## 7 TYPE APPROVAL/ACCEPTANCE

### 7.1 MICROLIGHT

7.1.1 Microlight produced by reputable, proven manufacturers and has satisfactory service record will be considered for eligibility for operation in Malaysia

7.1.2 Those evaluated and accepted by FAA and those approved by British Microlight Aircraft Association (BMAA) are eligible for consideration to be accepted by DCA

7.1.3 The assembler shall be approved by FAA Malaysia or DCA on the type and model of the microlight.

### 7.2 KITPLANE

7.2.1 Kitplanes evaluated and accepted by U.S. Federal Aviation Administration (FAA) and those approved by Popular Flying Association (PFA) United Kingdom are eligible for consideration to be accepted by DCA

7.2.2 Depending on the case, those that do not meet para 7.2.1, DCA may require to further assess the aircraft for type acceptance particularly, if aircraft is first of type on the Malaysian Registry. Aircraft fitted with certified engine shall require 25 hours of flight testing qualification and those fitted with uncertified engine shall require 50 hours of flight testing qualification. Flight testing shall be carried out in designated area and flight test result appropriately documented.

7.2.3 DCA may also impose other requirement related to type acceptance of the aircraft.

## 8 APPROVAL OF BUILDER

8.1 Builder shall apply approval from DCA to build or construct the aircraft. The builder shall provide evidence of his or her technical background, experience, academic qualification and training

8.2 Applicant shall be approved as the builder through the issuance of the Certificate of Authorization JPA-AP13.

8.3 Applicant who is not authorized or approved by DCA as the builder may seek the services of a knowledgeable person such as Licensed Aircraft Maintenance Engineer or EAA Technical Counselor to assist in the construction and perform stage inspection as appropriate, certify the final assembly/construction and annual inspection using DCA form JPA-AP12.

8.4 The builder shall document the construction using builder's log or other construction records and/or photographs. The photographs should be taken at appropriate stages during construction prior to covering, and clearly show methods of construction and quality of workmanship.

8.5 For projects involving specialized skills in critical areas (e.g. welded components or fibre reinforced parts which are not supplied assembled as part of the kit), the builder may seek the services of specialists and shall notify DCA of such arrangement.

## 9 ISSUE OF PERMIT TO FLY

### 9.1 MICROLIGHT

9.1.1 On satisfactory completion of assembling the microlight, the owner/operator shall apply for initial issue of the Permit to Fly.

9.1.2 Application for the Permit to fly shall be made using form JPA Borang AP2 together with the following submissions:-

- a. Microlight logbook to record the flight hours on the airframe, engine and propeller, and maintenance carried out on the aircraft. A single logbook may be used for the airframe, engine and propeller.
- b. Form JPA-AP12 with certifying statement made by the assembler that the microlight has been assembled in accordance with manufacturer's instruction, inspected and is considered safe for flight.
- c. Maintenance Program as per manufacturer's instructions/manual as the minimum standard

9.1.3 'First of type' microlight shall be subjected to initial survey by DCA.

### 9.2 KITPLANE

9.2.1 The builder may obtain the services of Licensed Aircraft Maintenance Engineer (LAME) or organization acceptable to DCA to process the Permit to Fly.

9.2.2 DCA form JPA-AP12 shall be signed by the LAME or the builder (if DCA approved) certifying the initial assembly/construction and together with certifying statements that address the following items:-

- a. Inspect and certify correct construction/assembly.
- b. Duplicate inspection requirements on flight controls and engine controls.
- c. Carry out aircraft start - up maintenance check as per manufacturer maintenance instruction.
- d. Compass check or swing.
- e. Ground functional check of all associated systems.
- f. Radio equipment capable of maintaining direct two-way communication and radio station approval.
- g. Aircraft weighing and weight schedule requirement.
- h. Flight test that includes radio test

9.2.3 Logbooks for the airframe, engine and propeller shall be made available to DCA. A single logbook may be used for the engine and propeller.

9.2.4 Prior to issuance of the Permit to Fly document, DCA shall carry out an inspection on the completed aircraft.

## 10 RENEWAL OF PERMIT FLY

### 10.1 MICROLIGHT

10.1.1 A logbook shall submitted to DCA that contains information such as number of hours flown and maintenance being done on the aircraft. A single logbook may be used for airframe, engine and propeller.

10.1.2 The owner/operator shall be required to sign form JPA-AP12 certifying that annual inspection has been carried out and aircraft is in a condition safe for flight.

10.1.3 The owner/operator shall make application for annual renewal of the Permit to Fly using form JPA Borang AP2.

10.1.4 DCA may need to carry out inspection on the microlight if required.

### 10.2 KITPLANE

10.2.1 The builder or Licensed Aircraft Maintenance Engineer can make recommendation for annual renewal of the Permit to Fly using form JPA Borang AP2.

10.2.2 Renewal process shall address the followings:-

- a. Flight Test (including radio test) to be carried out and a flight test report to be generated.



- b. Compass check or swing to be carried out.
- c. The approved builder or Licensed Aircraft Maintenance Engineer shall endorse JPA-AP12 form certifying the annual inspection.
- d. Submission of logbooks detailing the flight hours on airframe, engine and propeller, and maintenance records.

10.2.3 DCA may carry out a survey inspection on the aircraft if required.

## 11 MAINTENANCE

11.1 The owner of the aircraft shall ensure that the aircraft is properly maintained in accordance with the manufacturer's maintenance instruction and DCA requirements, and is in a condition safe for flight.

## 12 PILOT LICENSING

12.1 Pilots of microlight and kitplane shall be licensed in accordance with requirements set out in Aeronautical Information Circular (AIC) referenced 2/97 dated 16 January 1997.

## 13 AIR TRAFFIC CONTROL/OPERATION

### 13.1 MICROLIGHT

13.1.1 Microlight shall be operated in Microlight Flight Park and restricted to the radius and height stated in the AIP Malaysia.

13.1.2 In addition to para 13.1.2, DCA has also permitted microlight operation in Malacca and Langkawi subjected to ATC clearance.

13.1.3 Microlight flying outside the designated area such as flying from one Flight Park to another Flight Park through controlled airspace or zones shall seek clearance from the nearest local ATC unit. The aircraft shall be flown by appropriately qualified pilot with Radio Telephony (RT) Licence. For this purpose, the aircraft shall be fitted with VHF radio equipment.

13.1.4 Microlight shall be restricted to daylight operation only.

### 13.2 KITPLANE

13.2.1 Operating limitations issued by DCA shall be stated on the Permit to Fly.

13.2.2 Kitplane shall be operated under Visual Flight Rules and by day only.

13.2.3 The aircraft shall be fitted with the following minimum instruments / equipment:-

- a. Radio equipment (two-way communication)
- b. Airspeed Indicator
- c. Altimeter
- d. Tachometer
- e. Magnetic Compass
- f. Fuel Quantity Indicator

The Above requirement may be relaxed if the aircraft is operated in designated area e.g. Microlight Flight Parks.

13.3 Kitplane may be operated from all aerodromes shown in the AIP except the following airports:-

- a. Sultan Abdul Aziz Shah ( Subang )
- b. Pulau Pinang
- c. Kuching
- d. Miri
- e. Kota Kinabalu

Flying into above airports shall be subjected to clearance of the local Air Traffic Control (ATC)

13.4 The pilot-in-command shall observe all rules and regulations pertaining to General Flight Rules as specified in the Malaysia Civil Aviation Regulation (MCAR) 1996

## 14 THIRD PARTY INSURANCE

14.1 At this time, the MCAR does not require third party insurance to be mandatory. However, it shall be the responsibility of the owner/operator of microlight and kitplane to seek third party insurance coverage.

## 15 ACCIDENT / INCIDENT REPORTING

15.1 Accident/incident reporting as prescribed under existing regulations shall apply for microlight and kitplane. These shall be reported to DCA as soon as possible.

## 16 STATUTORY CHARGES

16.1 Twelfth Schedule of the MCAR prescribes the statutory charges for the followings:-

### 16.1.1 Aircraft Registration

- a. Registration Form RM7.00
- b. Registration Fee RM50.00

### 16.1.2 Permit to Fly

- a. Initial issue: MTWA less than or equal to 500 kg, RM50.00  
MTWA more than 500 kg, RM 60.00

16.2 If DCA personnel is required to travel more than 25 km from the office in discharging its duties, then DCA is required to recover any associated travel, accommodation, subsistence and incidental costs from the applicant.

## 17 REFERENCE MATERIAL

17.1 Malaysia Civil Aviation Regulation (MCAR) 1996

Part 11 - Registration and Marking of Aircraft

Part V- Airworthiness and Equipment of Aircraft



Part VII - Operations of Aircraft

Part XII - Investigation of Accidents

Part XVI - General

Twelfth Schedule of the MCAR - Fees and Charges

17.2 DCA Airworthiness Notices

AN No. 51 - Duplicate Inspection of Control Systems

AN No. 66 - Aircraft Registration.

DATO IR HJ. ZAINI BIM OMAR  
DIRECTOR GENERAL  
DEPARTMENT OF CIVIL AVIATION  
MALAYSIA

## 18 APPENDICES

### ***Appendix 1***

Sample of DCA Form JPA Borang AP1 - Application for Aircraft Registration

### ***Appendix 2***

Sample of DCA Form Borang AP2 - Application for Initial Issue / Renewal of Permit to Fly.

### ***Appendix 3***

Sample of Certificate of Authorization for Microlight/Kitplane

### ***Appendix 4***

Sample of DCA Form JPA-AP12 - Certification of Initial Assembly/Annual Inspection.

### ***Appendix 5***

Sample of the Permit to Fly document with operating limitation.

### ***Appendix 6***

Addresses:-

Department of Civil Aviation Malaysia



12, Wisma Semantan, Block B, 4th Floor

Jalan Gelenggang, Bukit Damansara.

50618 KUALA LUMPUR Tel: 6-03-2539600 Fax: 6-03-2539533

Experimental Aircraft Association (EAA) Malaysia

46-3 Medan Setia 2, Plaza Damansara

Bukit Damansara

50490 KUALA LUMPUR Tel: 6-03-7763069 Fax: 6-03-7771211

## Appendix 1

(JPA Borang AP 1)  
010796JABATAN PENERBANGAN AWAM  
MALAYSIA

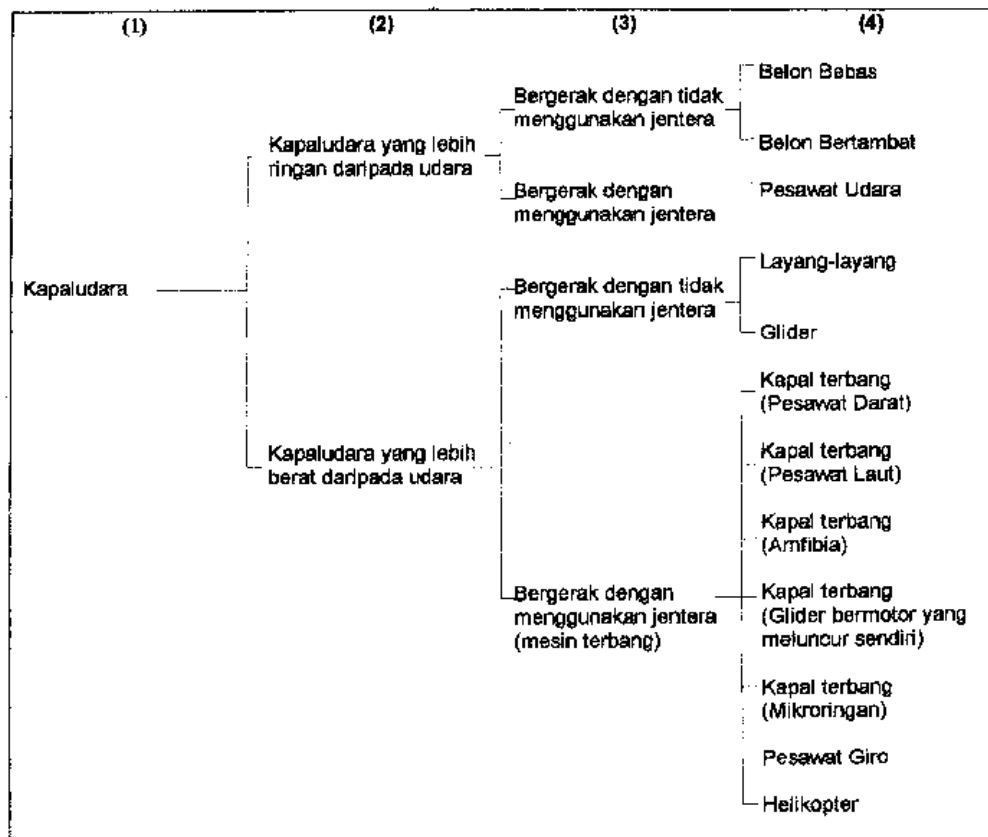
## PERMOHONAN BAGI PENDAFTARAN KAPALUDARA

1	Nama pembuat kapaludara.	
	Nama sebutan kapaludara.	
	Nombor siri kapaludara.	
2	Berat maksimum kapaludara (kg).	kg.
	Klasifikasi kapaludara. (Sila lihat Rajah 1, ruang 4)	
3	Nombor pendaftaran di Malaysia	(a) semasa 9M -
		(b) dahulu
	Nombor serta tempat pendaftaran lain	
4	Maklumat pemunya kapaludara. (Tandakan ✓ yang berkenaan)	
	<input type="checkbox"/> Kerajaan Malaysia.	
	<input type="checkbox"/> warganegara Malaysia.	
	<input type="checkbox"/> pertubuhan perbadanan dan mempunyai tempat utama perniagaan di Malaysia.	
	Selain daripada orang yang berkeelayakan seperti di atas :	
	<input type="checkbox"/> Pemunya yang bermastautin atau mempunyai tempat perniagaan di Malaysia.	
	<input type="checkbox"/> Pemunya yang mencarterkan secara demis atau menyewakan kapaludara kepada orang yang berkeelayakan. Tarikh tamat carter atau sewaan ialah	
5	Nama dan alamat pemunya. (Sila gunakan kertas tambahan, jika perlu)	
6	Nama dan alamat penyewa / pencarter.	
7	Tanda pendaftaran yang dirizabkan serta tarikh tamat.	9M -
8	Saya/kami mengesahkan bahawa kenyataan di atas adalah benar dan saya/kami memohon untuk mendaftarkan kapaludara tersebut di Malaysia.	
	Tarikh : _____	
	Tandatangan, Nama dan Jawatan : _____ (lihat NOTA)	



## Appendix 1

Rajah 1 - SUSUNAN KLASIFIKASI AM KAPALUDARA



Rajah 2 - CAJ-CAJ UNTUK PENDAFTARAN KAPALUDARA

A)	Belon / Glider tanpa kuasa / Mikroiringan	RM	50
B)	Kapaludara lain		
i)	BERAT MAKSIMUM ≤ 2,730 kg	RM	200
ii)	2,730 < BERAT MAKSIMUM ≤ 5,700 kg	RM	300
iii)	5,700 < BERAT MAKSIMUM ≤ 15,000 kg	RM	500
iv)	15,000 < BERAT MAKSIMUM ≤ 50,000 kg	RM	1,000
v)	BERAT MAKSIMUM > 50,000 kg	RM	2,000
C)	Untuk tanda pendaftaran yang telah dirazabkan (caj tambahan)	RM	200

**NOTA :** Permohonan ini mesti ditandatangani oleh semua pemunya yang tercatat pada perenggan 5. Untuk pertubuhan perbadanan, tandatangan Pengarah, Setiausaha atau pegawai yang diberi kuasa diperlukan, dan senarai pegawai-pegawai yang diberi kuasa mesti disertakan.



## UNTUK Kegunaan Jabatan Sahaja

Caj Pendaftaran	RM	Caj Tambahan	RM
Amaun Diterima	RM	Nombor Resit	
Tanda Pendaftaran	9M -	Tarikh Didaftarkan	
Nombor Perakuan		Tandatangan	

## Appendix 2

**JABATAN PENERBANGAN AWAM**  
**DEPARTMENT OF CIVIL AVIATION**  
**MALAYSIA**

APPLICATION FOR : Please tick appropriate box.

<input type="checkbox"/>	TYPE CERTIFICATE
<input type="checkbox"/>	CERT OF AIRWORTHINESS - ISSUE
<input type="checkbox"/>	PERMIT TO FLY - ISSUE
<input type="checkbox"/>	CERT OF AIRWORTHINESS FOR EXPORT

<input type="checkbox"/>	NOISE CERTIFICATE
<input type="checkbox"/>	CERT OF AIRWORTHINESS - RENEWAL
<input type="checkbox"/>	PERMIT TO FLY - RENEWAL

**AIRCRAFT DETAILS :**

Constructor of aircraft

Type Designation &amp; Series

Serial No. / Line No. / Constructor's No.

Number and Type of Engine(s)

Type of propeller(s) (Hub &amp; Blade)

Maximum Weights :- Maximum Take-off Weight (kg)

Maximum Landing Weight (kg)

Airframe :-

New or Used

Airframe Hrs

Max number of passenger seats

Registration Marks :-

Current or allocated

All Previous (where known)

9M-

CATEGORY REQUIRED : Please tick appropriate box.

<input type="checkbox"/>	Transport Category (Passenger)	<input type="checkbox"/>	Aerial Work Category	<input type="checkbox"/>	Special Category
<input type="checkbox"/>	Transport Category (Cargo)	<input type="checkbox"/>	Private Category		

CERTIFICATION STATUS : (Not required for Renewal applications)

Type Certificate Data Sheet ref. no.

Issued by



Type Certificate Data Sheet ref. no.

issued by

Aircraft is a :- (Please tick appropriate box)

- ☐ **Prototype** an aircraft of new design which is the first of the type to be investigated for the issue of a Malaysian C of A.
- ☐ **Series** an aircraft the design of which (including its engines and all equipment) is similar in every essential respect to the design of one for which a Malaysia Certificate of Airworthiness has previously been issued.
- ☐ **Variant** the first aircraft on the Malaysia register to embody changes to the type designation which required or will require an amendment to the aircraft model designation in the Type Certificate Data Sheet.
- ☐ **Series Modified** an imported aircraft which has the same type designation as that of an aircraft certificated in Malaysia but is not identical in design to that aircraft.

**Note:** For the issue of a Permit to Fly, a Series aircraft is one which conforms in all matters affecting airworthiness to a design in respect of which Type Approval has been granted.

## Appendix 2

DOCUMENTS FOR APPROVAL :			
(a) Cert. of Airworthiness for Export (Country of Construction)	No.		Dated
(b) Cert. of Airworthiness for Export (Last State of Registry)	No.		Dated
(c) Copy of Last Major Inspection Certificate	No.		Dated
(d) Flight Manual	No.		Rev.

ADDRESS DETAILS :	
(a) Name and address of aircraft owner/applicant (in full)	
Tel & Fax No.	
(b) Name and address of Approved Organisation or Licensed Aircraft Engineer	
Tel & Fax No.	
(c) Place and date of survey	

EXPORT DETAILS (required for Certificate of Airworthiness for Export applications only)



Country exported to :			
Date of export :			
<b>DECLARATION :</b>			
I hereby declare that to the best of my knowledge and belief the particulars entered on this application are accurate in every respect. The amount required by the current MCAR schedule of charges to be paid on application is enclosed herewith.			
Date :	Signature of Applicant :		
	Name of Applicant :		
	For and on behalf of :		
<b>FOR OFFICIAL USE ONLY</b>			
Fee received	RM	Signature	
Receipt no.		and date	
JPA-BORANG AP-2 010297		2 of 4	

## Appendix 2

### APPENDIX A To Form JPA AP-2

#### AIRCRAFT SYSTEMS, INSTALLATIONS AND EQUIPMENT

This appendix is to be completed when applying for the issue of any Certificate of Airworthiness or Permit to Fly. All items to be completed as appropriate and in cases where they are not relevant, the words 'Not Applicable' should be entered.

SYSTEMS, INSTALLATIONS AND EQUIPMENT	MANUFACTURER, TYPE, NUMBER INSTALLED
<b>1. AIRFRAME SYSTEMS</b>	
1.1 State if aircraft is pressurised	YES / NO
1.2 Oxygen : Installed system : portable	
1.3 Portable fire extinguishers	
1.4 State if the aircraft is equipped for flight in icing conditions.	YES / NO
<b>2. POWER PLANT</b>	
2.1 State if engines are turbocharged.	YES / NO
2.2 Auxiliary power unit	
2.3 Fuel quantity Indicating system ( gal / lb / litres / kg )	



<b>3. AVIONIC SYSTEMS</b>	
<b>3.1 Automatic-pilot:</b> Radio coupled / Non-Radio Coupled Auto-stabiliser	
<b>3.2 Radio Installation</b>	

## Appendix 2

SYSTEMS, INSTALLATIONS AND EQUIPMENT	MANUFACTURER, TYPE, NUMBER INSTALLED
<b>4. GENERAL</b>	
<b>4.1</b> Installation of safety harness or one diagonal restraint - state which at: Pilot(s) seat position(s) Passenger(s) seat position(s)	
<b>4.2</b> Are there provisions for external loads ?	YES / NO
<b>4.3</b> Are there provisions for glider or banner towing?	YES / NO
<b>4.4</b> Are there systems installed for agricultural purposes?	YES / NO
<b>4.5</b> Differences in production build standard from	



standard approved by DCA (statement from manufacturer to be supplied). Please confirm if no changes incorporated.

- 4.6 Give details of equipment, or systems which have been introduced by modification since original manufacture and include STC reference if applicable.

**NOTES:**

1. Attention is drawn to the latest Airworthiness Notice No. 1 and it's Appendix as appropriate.
2. The applicant is cautioned that failure to provide the information required at Item 4.6 of the Appendix A to this form may result in delay in the completion of this Certification. The applicant is also advised that the DCA may wish to investigate modifications or equipment, even though they have been approved by other Airworthiness Authorities, the applicant is advised to identify the method of approval by such authorities (such as the issue of a Supplementary Type Certificate) as this can be of assistance in obtaining DCA approval. The applicant should be aware that the DCA may be required to fly the aircraft for test purposes.
3. The applicant should clearly understand that unless all the entries on the form are completed accurately, the DCA will be unable to process the application. In this event the applicant will be notified accordingly and the application will be held until such time as all information is available.