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AIC for Malaysia

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OPERATIONAL FLIGHT PLAN**1 DEFINITION**

1.1 Operational Flight Plan: The Operator's plan for the safe conduct of the flight, based on considerations of aeroplane/helicopter performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodrome/heliports concerned.

2 REGULATORY REQUIREMENTS

2.1 An operational flight plan shall be completed for every intended flight involved in public transport operation. The Operational Flight Plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the Flight Operation officer/Flight dispatcher and a copy shall be filed with the operator or a designed agent, or if these procedure are not possible, it shall be left with the aerodrome authority or on record in a suitable place at a point of departure.

2.2 The operator's operation manual must be describe the content and use of the operational flight plan.

2.3 The operational flight plan is part of the flight preparation forms and shall be kept by the operator for a period of three months.

3 PREPARATION OF OPERATIONAL FLIGHT PLAN

3.1 In preparing the operational flight plan, there are a number of factors that must be addressed. These are the standard relating to alternate aerodrome, weather conditions, fuel and oil supply, and where applicable, oxygen supply. In addition, the performance operating limitation requirements must also be considered. For aeroplanes, these operating limitations require that, following one power-unit becoming inoperative in the case of a twin engined aeroplane, or, in the case of three - or four - engined aeroplane, two power-units becoming inoperative, the aeroplane must be able to continue the flight to an aerodrome and make a landing there at. Furthermore, in the case of extended range operations by aeroplanes with two turbine power-units, the availability of a suitable aerodrome to which the aeroplane can divert following failure of the power - unit, or failure of essential aeroplane systems, must be considered.

3.2 Operational flight planning can be considered under two broad headings; firstly, alternate aerodrome/heliports and their operational suitability; and secondly, the required fuel and oil supply, which will probably be directly affected by suitable alternates.

3.3 Both the take off alternate and destination alternate aerodrome/heliport shall be selected and specified in the operational flight plan while the latter is also specified in the Air Traffic Services (ATS) flight plans. For a flight to be conducted in accordance with the instrument flight rules at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans. En-route alternate aerodrome, required for extended range operations by aeroplane with two-turbine power units, shall be selected and specified in the operational and ATS flight plans. (refer to ICAO Annex 6, part 1 and 3 on the details of selecting

a. take -off and destination alternates for aeroplane, and

- b. alternate heliport for helicopter

4 COMPUTER FLIGHT PLANS

4.1 When computer-generated flight planning is used, it is mandatory the operations must include the necessary information on the make-up of such a plan and the factors considered. The requirements as to what must be considered in determining the required fuel are exactly the same as for manually prepared flight plan. However, the operational manual must give guidance on the source of data used in the operational flight plan. For example, information shall be given on the make-up and source of the navigational data, the performance data and weather data. The normal requirements for operational flight plans, such as who is responsible for producing the plan and how record are to be kept etc. are all equally applicable to computer-generated flight plans.

This circular is issued for information, guidance and necessary actions.

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Director General

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