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AIC for Malaysia



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THE ASSISTANT FLYING INSTRUCTOR (AFI) AND FLYING INSTRUCTOR RATING (FI), AEROPLANES AND HELICOPTERS

1 INTRODUCTION

The objectives of this Aeronautical Information Circular (AIC) is to give an overview of the requirements and privileges associated with the AFI and FI ratings. This serves as a guide when selecting an applicant for the above ratings.

In general terms, a valid AFI or FI Rating is required if flying instruction is to be given to a person for the purposes of providing flights by student pilot and to carry out flight instruction for the issue of a private pilot licence, a Commercial Pilot Licence, an Instrument Rating and Flight Instructor Rating.

2 PRIVILEGES

The privileges of the holder of the FI Rating shall be:

- a. to supervise solo flights by student pilot; and
- b. to carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating, and a flight instructor rating provided that the flight instructor:
 1. holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;
 2. holds the licence and rating necessary to act as the pilot-in-command of the aircraft which the instruction is given; and
 3. has the flight instructor privileges granted entered on the licence

3 CRITERIA FOR QUALIFYING REQUIREMENTS

3.1 ASSISTANT FLYING INSTRUCTOR (Aeroplane)

Applicants for an AFI Rating (Aeroplane) will be required to undergo an approved course for the grant of the rating and to pass an AFI Rating Flight Test and oral ground examination conducted by an Authorised Flying Instructor Examiner (FIE). This course must be satisfactorily completed within a period of 12 months from the date on which the training commences. The criteria for Knowledge, Flight Instruction and Skill are contained in appendix A.

- a. Before starting an approved course the applicant must have not less than 150 hours as Pilot-In-Command (PIC) of aeroplanes of which not less than 30 hours must be on single engine aeroplanes.
- b. He must have not less than 35 hours as pilot under Instruction of aeroplanes.
- c. A pre-entry flight test with the FIE or an instructor authorised by DCA if he has not had 5 hours of experience as PIC of single-engine, piston powered aeroplane in the preceding 13 months.
- d. The candidate must hold a Class 1 or Class 2 medical certificate.

3.2 AFI (Helicopters)

Applicants for an AFI Rating (Helicopters) will be required to have a minimum level of flying experience, undergo an approved course of training for the rating and pass an AFI rating Flight Test and oral ground examination conducted by helicopter FIE. The course must be satisfactory completed within a period of 12 months from the date on which the training commences.

- a. Before being permitted to enter an approved course for the AFI Helicopters, applicants will be required to have obtained not less than 300 hours as PIC of helicopters, including not less than 15 hours in the six months immediately preceding the start of the course as PIC of the type of helicopter on which the course is to be conducted.
- b. Pass a general handling flight check conducted by a helicopter FIE or helicopter FIC Instructor on the type of helicopter on which the course is to be conducted.
- c. The candidate must had a Class 1 or Class 2 medical certificate.

3.3 THE FLYING INSTRUCTOR'S RATING (AEROPLANES)

To qualify for a grant of an FI Rating the applicant will be required:

- a. to have obtained not less than 400 hours experience as PIC of aeroplanes, including not less than 200 hours as instructor on aeroplanes.
- b. to have been an AFI (Aeroplanes) or a Qualified Flying Instructor (QFI) in the Royal Malaysian Military Forces for a period of not less than six months.
- c. if the holder of an AFI rating he has to qualify for the removal of the Instrument Instructional Restriction.

3.4 THE FI RATING (HELICOPTERS)

To qualify for the grant of an FI Rating, the applicant will be required:

- a. to have not less than 500 hours experience as PIC of helicopters, including not less than 200 hours as instructor on helicopters. This PIC time must include not less than 30 hours on the first type of helicopter to be indorsed in the rating.
- b. to have been an AFI (Helicopters) or a Qualified Helicopter Flying Instructor (QHI) in the Royal Malaysian Military Forces for a period of not less than six months.

4 APPROVED TRAINING

Candidate wishing to obtain AFI or FI will be required to undergo an approved course of flight and ground training. In this matter all institution that wish to conduct these course must first apply to this office for approval.

4.1 AFI Rating (Aeroplanes)

The minimum course of approved training comprises not less than 55 hours ground and 28 hours flight training. The flight is additional to the course training time. This minimum course is designed for instruction on single engine aeroplanes up to PPL standard. An additional 15 hours of ground and 7 hours of flight training will be required in applied instrument flying to qualify for instrument Flying Instrument.

4.2 AFI Rating (Helicopters)

The minimum course of approved training comprises not less than 50 hours ground and 25 hours flight training. This minimum course will not fit the applicant to give instruction in instrument or night flying.

5 PERIOD OF VALIDITY AND CERTIFICATE OF TEST (C OF T)

The privileges of an AFI and FI rating may not be exercised unless the licence contain a valid C of T.

5.1 The period of validity of a C of T:

- a. AFI Rating - 13 months
- b. FI Rating - 25 months

5.2 During renewal the rating holder will be required to pass a flight test and oral ground examination conducted by FIE.

6 HOLDERS OF NON-MALAYSIAN FLYING INSTRUCTORS QUALIFICATIONS

The extent to which flying instructing experience gained on a pilot licence issued by another ICAO Contracting State can be accepted as meeting the Malaysian requirements will be a matter for individual assessment by the DCA.

6.1 A minimum of 10 hours flight training is required for a refresher course conducted by DCA approved local school.

6.2 Pass a flight test conducted by DCA examiner after completion of the refresher course.

7 THE AFI AND FI RATING PRIVILEGES

The privileges of the AFI and FI Ratings are set out in Part B of Eight Schedule to the MCAR.

In general terms, the holder of a valid AFI may give flying instruction in any type of aircraft in which he is qualified to act as pilot-in command (PIC) and for which his instructor's rating is endorsed provided that such instruction is given under the supervision of a person who holds a valid FI Rating who is present during the take-off and landing at the aerodrome from which the instruction is to begin and end. An AFI may not give directions to a person in respect of his:

- a. first solo flight
- b. first solo flight by night
- c. first solo cross-country flight by day
- d. first solo cross-country flight by night

7.1 Cross-country flight in this context means any flight in which the aircraft goes more than three nautical miles from the aerodrome.

7.2 The holder of a valid FI Rating may give flying instruction in any aircraft in which he is qualified to act as PIC and for which his rating is endorsed.

7.3 Should a flying instructor's Instrument Rating lapse, he may continue to exercise the privileges of the AFI or FI Rating provided that the flying instruction is carried out within the weather minima prescribed for PPL holders carrying passengers. The lapsed Instrument Rating should be renewed at the earliest opportunity, but in any case before his next instructor Renewal Flight Test.

7.4 The holder of a professional pilot's licence which includes an AFI or FI Rating may give instruction in flying or conduct flying tests for remuneration in any aircraft specified in Part 1 of the Aircraft Rating (A) or Aircraft Rating (B) of his licence and for which his instructor's rating is endorsed, depending on the circumstances under which the instruction is being given.

This AIC supersedes AIC 5/94 dated 08 September 1994

IR KOK SOO CHON

Director General

Department of Civil Aviation, Malaysia