

Ref. No: CAAM/BOP/37 Vol.3 (22)

Date : 27 December 2023

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Dear Sir,



WITHDRAWAL OF SINGLE-ENGINE PISTON (SEP) INSTRUMENT RATING (IR)

References:

- A. Malaysian Civil Aviation Regulations 2016, Regulation 124.
- B. Civil Aviation Directives (CAD) 6 Part 1 – Commercial Air Transport (Aeroplane), Chapter 5.4.

2. The Civil Aviation Authority of Malaysia (CAAM) wishes to inform you that a decision has been made regarding the operation of single-engine aircraft in Instrument Meteorological Conditions (IMC).

3. According to **Reference A** and **Reference B**, it has been determined that the provision to operate in IMC is only applicable to Single-Engine Turbine (SET) powered aeroplanes. This decision stems from concerns about engine reliability in single-engine piston aircraft.

4. In light of this, we regret to inform you that CAAM will withdraw the issuance of Single-Engine Piston Instrument Rating (SEP IR) with immediate effect. Consequently, SEP IR training will no longer be approved.

5. The following are the specific implementation instructions:

a. All Flight Instructor FI (2) with less than 200 hours of Instrument Flying (IF) experience and/or expired Instrument Rating (IR) shall not carry out instrument flight instruction.

b. FI (2) conducting instrument flight instruction shall meet the requirements as outlined in the CAD 1 – PEL, Chapter 2.8.3.2 and Chapter 7, Appendix 11 – Flight Instructors, Paragraph 1.2.

c. Due to the withdrawal of SEP IR, FI (2) in ATO-FTO who wish to obtain or renew their IR shall conduct their training in a Multi-Engine Piston (MEP) aircraft or a higher category of class rating.

d. ATO-FTO conducting basic instrument flight training for student pilots in SEP aircraft will maintain the status quo. Student pilots will practice Instrument Flying under Visual Meteorological Conditions (VMC) with a Flight Instructor FI (2) who holds a valid IR.

e. All ATO-FTOs are required to submit the data on the latest information about the list of Flight Instructors, including IF experience and IR validity, to your respective Principal Operations Inspector (POI) by **31 January 2023**.

6. In addition, please be reminded that prior to any inclusion of a new FSTD, aircraft, training programme or employment of a new flight instructor and ground instructor, approval from CAAM shall be obtained because they shall be registered in the training specifications.

7. Your cooperation and commitment in this matter are crucial to maintaining the highest standards of safety in flight training and regulatory compliance within the aviation industry.

Thank you.

"MALAYSIA MADANI"

"BERKHIDMAT UNTUK NEGARA"



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