

	Civil Aviation Authority of Malaysia CIVIL AVIATION CIRCULAR (CAC)	Date: 20/08/24 CAC Ref: 04/2024
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CAC REFERENCE NUMBER:	CAC 04/2024
APPLICABILITY:	AIR NAVIGATION SERVICES & AERODROME
EFFECTIVE DATE:	20/08/2024
DOCUMENT EFFECTED:	CAD 1101 – AIR TRAFFIC MANAGEMENT

Revised CADs Requirements and Guidance

1 Introduction

- 1.1 This Civil Aviation Circular (CAC) is issued by the Chief Executive Officer (CEO) of the Civil Aviation Authority of Malaysia, as CAC 04/2024, in exercise of the powers conferred by section 240 of the Civil Aviation Act 1969 [Act 3].
- 1.2 This CAC, including the attachments is a legally binding document that supersedes the relevant paragraph(s) of the current published standards, requirements, procedures, or guidelines in the CADs.
- 1.3 The standards, requirements, procedures, or guidelines stated in this CAC will be incorporated into the relevant CADs in the next planned revision cycle.
- 1.4 Without prejudice, any revision(s) in this CAC is only applicable to the aforementioned chapter or paragraph of the CADs herewith thereto.

2 Revision(s)

2.1 Paragraph 6.3.4

- 2.1.1 Paragraph 6.3.4 is inserted after paragraph 6.3.3.3 as follows:

6.3.4 Visual Departure

6.3.4.1 A visual departure is a departure by an IFR flight when either part or all of an instrument departure procedure (e.g. standard instrument departure) is not completed and the departure is executed in visual reference to the terrain.

6.3.4.2 By day in VMC an IFR flight may be cleared to execute a visual departure upon request by the pilot or initiated by the controller and accepted by the pilot. To execute a visual departure, the aircraft take-off performance characteristics shall allow to make an early turn after take-off.



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- 6.3.4.3 When implemented, visual departure shall be applied under the following conditions:
- a) the meteorological conditions in the direction of take-off and the following climb-out shall not impair the procedure up to minimum sector altitude (MSA) or surveillance minimum altitude (SMA) when radar services are provided. ATC shall issue an initial altitude clearance that is above the MSA or SMA;
 - b) the procedure shall be applied during the daytime;
 - c) the pilot shall be responsible for maintaining obstacle clearance until passing the MSA or SMA; and
 - d) separation shall be provided between an aircraft cleared to execute a visual departure and other departing and arriving aircraft.
- 6.3.4.4 Prior to take-off, the pilot shall agree to execute a visual departure by providing a readback of the ATC clearance.
- 6.3.4.5 Any additional local restrictions shall be agreed on in consultation between the appropriate ATS authority and aircraft operators.
- 6.3.4.6 If the approach and aerodrome control units are not co-located, a coordination procedure shall be established between the approach and aerodrome control unit in the departure arrangements and conditions of transfer of control by the transferring ATC unit.
- 6.3.4.7 Transfer of communications to the approach controller should be effected at such a point or time that information on essential local traffic, if applicable, and alternative instructions can be issued to the aircraft in a timely manner.
- 6.3.4.8 Standard phraseologies shall be established for the purpose of visual departure and shall be published in the ATS operation manual and in the AIP.
- 6.3.4.9 **ATC Responsibilities**
- 6.3.4.9.1 ATC will only issue a visual departure to an IFR flight when the cloud base is such that the pilot can maintain flight in VMC below the MVA (ATS surveillance services) or the MSA.



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6.3.4.9.2 When an IFR flight is issued a heading instruction and/or required to maintain a level below the MVA or MSA during a visual departure, "VISUAL" will be appended to the departure instruction.

6.3.4.10 Pilot Responsibilities

6.3.4.10.1 A pilot of an IFR flight may only request a visual departure when the cloud base will allow the aircraft to climb in VMC to the MSA applicable to the departure.

6.3.4.10.2 During the conduct of a visual departure, a pilot must:

- a) maintain the track(s)/heading(s) authorised by ATC;
- b) remain not less than 500FT above the lower limit of the CTA; and
- c) visually maintain obstacle clearance.

2.2 **Reason for change:** The revision is to add new requirements for visual departure adopted from ICAO Doc 7030. The implementation of visual departure promotes efficiency, enhances safety, maintains ICAO compliance and supports Malaysia's air traffic management optimisation.

3 Incorporating changes into CADs

3.1 The changes stated in this CAC will be incorporated into the next revision of the applicable CADs.



(Dato' Captain Norazman bin Mahmud)
Chief Executive Officer
Civil Aviation Authority of Malaysia
20 August 2024