

SAFETY INFORMATION 8/2021

21 December 2021



INAPPROPRIATE MANOEUVRE AFTER TOUCH AND GO

Introduction

Recently, CAAM has received report stating that a flight, during its circuit and landing training exercise commenced a turn at low altitude just after airborne and flew very close to an obstacle. In the interest of safety, CAAM has decided to issue this SI to alert and remind all pilots and operators.

Rationale

About twenty percent of all yearly general aviation (GA) accidents occur during take-off and departure climbs, and more than half of those accidents are the result of some sort of failure of the pilot. A significant number of take-off accidents are the result of loss of control of the airplane. (Source: Airplane Flying Handbook 2021- FAA-H-8083-3C).

Though it may seem relatively simple, the take-off often presents the most hazards of any part of a flight. Pilots should take into consideration the possible threats present during the take-off and initial climb phase such as the surrounding terrain or structures, aircraft malfunctions and flight crew errors.

In the Civil Aviation Act 1969, [Act 3], Section 4(1) on Dangerous Flying that states:

“Where an aircraft is flown in such a manner as to be the cause of unnecessary danger to any person or property on land or water, the pilot or the person in charge of the aircraft, and also the owner of it, unless he proves to the satisfaction of the court that the aircraft was so flown without his actual fault or privity, shall be guilty of an offence and on conviction shall be liable to imprisonment for a term not exceeding five years or to a fine not exceeding one hundred thousand ringgit, or to both.”

In addition to the provision under Civil Aviation Act 1969 [Act 3], CAD 2 – Rules of the Air para 4.1.6 also states that,

“Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

- a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft.*
- b) elsewhere than as specified in 4.1.6 a), at a height less than 150 m (500 ft) above the ground or water.”*

Para 3.1.1.1 of CAD 2 – Rules of the Air also provides for the protection of persons and property and states that:

“An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.”

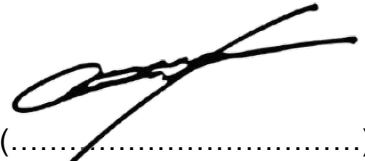
Safety Recommendation

Pilots are reminded to familiarise themselves and to always comply with the Visual Flight Rules.

Operators should establish operating procedures and/or policies to ensure turns after take-offs are performed at a safe altitude and in a safe manner.

For further information, refer to the following documents:

- Civil Aviation Act 1969 [Act 3], Section 4, Dangerous Flying
- CAAM CAD 2 – Rules of the Air
- Airplane Flying Handbook (FAA-H-8083-3C)



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