Civil Aviation Directorate
Transport Malta-Civil Aviation Directorate, Malta Transport Centre,Pantar Road,Lija LJA 2021 Malta.Tel:+356 2555 5000 cadpel.tm@transport.gov.mt www.transport.gov.mt

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First Malta Part-FCL Licence: If this is an application for the first Malta Part-FCL licence, in the Licence Number box insert the number on the Malta Medical Certificate.

Application for MPA/SPHPC/Type Rating/ Revalidation/ Renewal /Training/ ATPL(A)/ Proficiency Check/ and Report Form / PBN

Licence No.

To be completed by applicant

SEE SUBMISSION INSTRUCTIONS AT THE END OF THIS FORM

☐ ATPL(A) Skill test Attach Appendix 1 ☐Type Rating MPA Attach Appendix 2 for first MPA ☐Type Rating Single Pilot High Performance Complex Attach Appendix 3 for first SPHPCA

☐ Revalidation of Type Rating/IR ☐ Renewal of Type Rating ☐ Renewal of IR

Repetition of ☐Failed / ☐Partial Pass test / check from date: _____

Type of Aeroplane _____

Last Name, and First Name: _____

Date of Birth dd/mm/yyyy: _____ Nationality: _____

Place and Country of Birth_____

email: _____

Address: _____

Telephone Number (Home): _____ (Mobile) : _____

☐Employed as pilot with AOC holder:_____

Type of licence held: _____ State of Issue: _____

Part-Medical Certificate: ☐Class 1 ☐Class 2/ ☐ IR - Medical Certificate is valid until _____

English Language Proficiency: Level _____ valid until _____

For First MPA (type rating)
Theoretical examinations EASA ATPL(A): Passed on _____

I declare that I do not hold and have not applied for any other Part-FCL licence, rating, certificate or authorisation in another Member State and that I never held any Part-FCL licence, rating certificate or authorisation issued in another Member State which was revoked or suspended.

Signature of Applicant: _____ Date of Signature: _____

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Application for MPA/SPHPC/Type Rating/ Revalidation/Renewal/Training/ ATPL(A)/ Skill test/Proficiency Check/ and Report Form / PBN

Complete for:

1) ☐**Issue of MPA /SPHPC type rating**
2) ☐**Renewal of an expired rating**
3) ☐**Removal of Restriction CRCP**

Applicant Full Name and Licence No:

To be Completed by ATO and signed by Head of Training

1 Theoretical training for the issue of a type or class rating performed during periods

From: _____ To: _____ At:_____

Mark obtained: _____ % (Pass mark 75%)

2 Simulator Training From: _____ To: _____

Simulator manufacturer _____Sim Code: _____ Aircraft type _____

Simulator Operator _____ Level _____

Total training time at the controls _____hrs

Instrument approaches at aerodromes _____

Toa DA/H of _____

Location/date/time _____

TRI/SFI Name in capital letters_____

Type and licence no. _____ Signature of TRI/SFI_____

3 Aeroplane training ☐**Landing Training in an aeroplane** ☐ **Zero Flight Time Training in an FSTD**

(Fill in form 459 to remove ZFTT restriction)

Type of aeroplane_____ Departure Airport _____Time _____

Registration/Sim code:_____ Arrival Airport_____ Time _____

Take-offs_____ Full-stop landings: _____ Location and date _____

Landings_____ Go Around/s_____ Flight time at the controls_____

TRI: Type & No. of Licence _____ Name _____Signature _____

4 Recommendation for Skill Test/ Renewal Proficiency Check - The ATO confirms that the applicant has completed the training required by the approved syllabus, and recommends the applicant for the Skill test/ Proficiency Check

ATO Name: _____ Registration No:_____

Signature of HT: _____ Name(s) in capital letters: _____

For Office Use:

Limitation to initially fly under the supervision of an instructor as required by OSD ☐ Yes ☐ No

If required, number of hours under supervision is _____hrs

Name of PEL officer _____ Date _____ Signature _____

Complete for Revalidation of Type Rating

To be completed by the Examiner

Name of Applicant: _____

☐ 10 route sectors or ☐ Combined LPC/OPC according to FCL 740.A (a)(3) or

☐ Flight with examiner according to FCL.740 A completed

Last and First Name of Examiner: _____

Examiner Certificate number: _____

Signature of Examiner: _____ Date of Signature: _____

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Application for MPA/SPHPC/Type Rating/ Revalidation/ Renewal/Training/ ATPL(A)/ Skill test/ Proficiency Check/ and Report Form / PBN

Applicant Full Name and Licence No:

Multi-pilot Aeroplanes and Single-pilot high-performance complex aeroplanes		**PRACTICAL TRAINING**			**ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK**	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
SECTION 1						
1.	**Flight preparation**					
1.1	Performance calculation	OTD P				
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			
1.3	Cockpit inspection	P→	→			
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M	
1.5	Taxiing in compliance with air traffic control or instructions of instructor	P→	→			
1.6	Before take-off checks	P→	→		M	
SECTION 2						
2.	**Take-offs**					
2.1	Normal take-offs with different flap settings, including expedited take-off	P→	→			
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P→	→			
2.3	Crosswind take-off	P→	→			
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→			
2.5	Take-offs with simulated engine failure:	P→	→			
2.5.1*	shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)					
2.5.2*	between V1 and V2	P	X		M FFS only	
2.6	Rejected take-off at a reasonable speed before reaching V1	P→	→		M	
SECTION 3						
3.	**Flight Manoeuvres and Procedures**					
3.1	Flight manoeuvres and procedures Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→			
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→			
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→			
3.1.3	Turns with and without spoilers	P→	→			
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→			

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Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P→	→ X An aeroplane shall not be used for this exercise		FFS only	
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTDP→	→			
Normal and abnormal operations of following systems:					M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0	Engine (if necessary propeller)	OTD P→	→			
3.4.1	Pressurisation and air-conditioning	OTD P→	→			
3.4.2	Pitot / static system	OTD P→	→			
3.4.3	Fuel system	OTD P→	→			
3.4.4	Electrical system	OTD P→	→			
3.4.5	Hydraulic system	OTD P→	→			
3.4.6	Flight control and Trim-system	OTD P→	→			
3.4.7	Anti-icing/de-icing system, Glare shield heating	OTD P→	→			
3.4.8	Autopilot/Flight director	OTD P→	→		M (Single pilot only)	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P→	→			
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P→	→			
3.4.11	Radios, navigation equipment, instruments, flight management system	OTD P→	→			
3.4.12	Landing gear and brake	OTD P→	→			
3.4.13	Slat and flap system	OTD P→	→			
3.4.14	Auxiliary power unit (APU)	OTD P→	→			
Intentionally left blank						
3.6	**Abnormal and emergency procedures:**				M	A mandatory minimum of three items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→			
3.6.2	Smoke control and removal	P→	→			
3.6.3	Engine failures, shutdown and restart at a safe height	P→	→			
3.6.4	Fuel dumping (simulated)	P→	→			
3.6.5	Wind shear at take-off/landing	P	X		FFS only	
3.6.6	Simulated cabin pressure failure/emergency descent	P→	→			

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Applicant Full Name and Licence No:

Multi-pilot Aeroplanes and Single-pilot high-performance complex aeroplanes		**PRACTICAL TRAINING**			**ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK**	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
3.6.7	Incapacitation of flight crew member	P→	→			
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)	P→	→			
3.6.9	TCAS event	OTD P→	An aeroplane shall not be used		FFS only	
3.7 3.7.1	Upset recovery training Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration.	P FFS qualified for the training task only	X An aero-plane shall not be used for this exercise			
3.7.2	The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aero-plane shall not be used for this exercise		FFS only	
3.8	Instrument flight procedures					
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P→	→		M	
3.8.2*	Holding procedures	P→	→			
3.8.3*	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure					
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).						
3.8.3.1*	manually, without flight director	P→	→		M (skill test only)	
3.8.3.2*	manually, with flight director	P→	→			
3.8.3.3*	with autopilot	P→	→			
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) (ii) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go- around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go- around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.	P→	→		M	

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Multi-pilot Aeroplanes and Single-pilot high-performance complex aeroplanes		**PRACTICAL TRAINING**			**ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK**	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
3.8.4*	2D operations down to the MDH/A	P*→	→		M	
3.8.5	Circling approach under the following conditions: (a)*approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P*→	→			
3.8.6	Visual approaches	P→	→			
SECTION 4						
4.	**Missed Approach Procedures**	P*→	→			
4.1	Go-around with all engines operating* during a 3D operation on reaching decision height	P*→	→			
4.2	Go-around with all engines operating* from various stages during an instrument approach	P*→	→			
4.3	Other missed approach procedures	P*→	→			
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*→	→		M	
4.5	Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (baulked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P→	→			
SECTION 5						
5.	**Landings**					
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P				
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P→	An aeroplane shall not be used for this exercise		FFS only	
5.3	Crosswind landings (a/c, if practicable)	P→	→			
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P→	→			
5.5	Landing with critical engine simulated inoperative	P→	→		M	
5.6	Landing with two engines inoperative: — aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM, — aeroplanes with 4 engines: 2 engines at one side	P	X		M FFS only (skill test only)	

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Result of Skill test/Proficiency check Details and Result of the Check/PBN

Licence No:

To be completed by the Examiner

Details of Check

Name of Applicant: _____

☐ ATPL(A) Skill test

☐Skill Test ☐Proficiency Check ☐ Revalidation

☐MPA Type rating ☐SPHPC Type Rating ☐ Renewal

☐IR Revalidation ☐ IR Renewal

Note: ATPL Skill test could only be conducted if the applicant meets all the experience requirements for the ATPL(A)

☐ PIC ☐ COPI ☐ Aeroplane ☐ Simulator

Aeroplane: Type of Aeroplane: _____ Training Centre _____

A/C Registration No/Simulator ID No: _____ Simulator Level _____

Place of Departure: _____ Destination: _____

Date of Check: _____ # of Landings _____

Blocks-Off _____ Blocks-On_____ Block time: _____

Result of the test on☐ 1st Attempt ☐ 2nd Attempt:

* delete as necessary

PASS* **FAIL*** **PARTIAL PASS***

I have been informed of the test result.

Applicant's Signature:

Revalidation/Renewal (CAD authorisation required for renewal):

☐ **PBN APCH**

Type New Expiry date: _____ IR New Expiry date: _____

Examiner Remarks: _____

_____

_____

Last and First Name of Examiner: _____ Examiner Certificate number: _____

I hereby declare that I have established communication with the applicant without language barriers. I made the applicant aware of the consequences of providing incomplete, inaccurate or false information. I verified that the applicant complies with the qualification, training and experience requirements in Part FCL. I confirm that all required manoeuvres and exercises have been completed, as well as the verbal theoretical examination, where applicable and in compliance with the provision of FCL.1005, FCL.1015(c) and FCL.1030. I also declare that I have reviewed and applied the national procedures and requirements of the applicant`s competent authority contained in version (insert document version as published on the EASA website) _____of the Examiner Differences Document.

Last and First Name of Examiner: _____

Examiner Certificate number: _____

Signature of Examiner: _____ Date of Signature: _____

A. General

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test.

1a. Training in FFS in accordance with points 1b and 1c of this Section shall be complemented with take- off and landing training in a single-pilot aircraft operated in single-pilot or multi-pilot operations, or in a multi-pilot aircraft, as applicable, in accordance with point 17 of this Section, unless the training is completed in accordance with point FCL.730.A or constitutes training for cruise relief co-pilots in accordance with Section B, point 6(i), of this Appendix.

1b. The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

1c. The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in either of the following:
   (a) an available and accessible FFS, or in a combination of such FFS and FSTD(s);
   (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible;
   (c) the aircraft if no FSTD is available or accessible.

1d. By way of derogation from point 1c, the training, skill test or proficiency check for class or type ratings for non-complex SPA and for non-complex helicopters may be conducted in a combination of FSTD(s) and the aircraft even if an FFS is available and accessible.

1e. By way of derogation from point 1c, the training, skill test or proficiency check for any of the following may be conducted in accordance with points 1c(a), (b) or (c), irrespective of the availability and accessibility of FFS or FSTD:
   (a) non-complex non-high-performance single-pilot aeroplanes;
   (b) TMGs;
   (c) non-complex helicopters for which the maximum certified seat configuration does not exceed five seats.

1f. If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.

3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING/ SKILL TEST/PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 (OSD), the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types, as determined in the OSD.

5. Except in the case of skill tests for the issue of an ATPL, when so defined in the OSD for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilots are qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations. Full-flight simulators and other training devices shall be used, as established in this Annex (Part-FCL).

7. During the proficiency check, the examiner shall verify that holders of the class or type rating maintain an adequate level of theoretical knowledge.

8. Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicants. The examiner may stop the test at any stage if it is considered that the applicants' demonstration of flying skill requires a complete retest.

10. Applicants shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed. Under single-pilot conditions, the test shall be performed as if there was no other crew member present.

11. During preflight preparation for the test, applicants are required to determine power settings and speeds. Applicants shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by applicants in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitudes, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.

12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

SPECIFIC REQUIREMENTS FOR THE TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR TYPE RATINGS FOR MULTI-PILOT AIRCRAFT, FOR SINGLE-PILOT AIRCRAFT WHEN OPERATED IN MULTI- PILOT OPERATIONS, FOR THE MPL AND FOR THE ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aircraft when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as the second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor;

14. Applicants shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. Applicants for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PM. Applicants may choose either the left-hand or the right-hand seat for the skill test if all items can be executed from the selected seat.

15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aircraft extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM:
   (a) managing crew cooperation;
   (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
   (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

16. The test or check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

17. When their type rating course has included less than 2 hours of flight training in the aircraft, applicants shall, before or after the skill test, complete flight training in the aircraft.

Such approved flight training shall include take-off and landing manoeuvres and shall be performed by a qualified instructor under the responsibility of:
   (a) an ATO; or
   (b) an organisation holding an AOC issued in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 and specifically approved for such training; or
   (c) the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the applicants' competent authority.

A certificate of completion of the type rating course including the flight training in the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicants' licence.

18. For the upset recovery training, 'stall event' means either an approach-to-stall or a stall. An FFS can be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:
   (a) the FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A); and
   (b) the ATO has successfully demonstrated to the competent authority that any negative transfer of training is mitigated.

B. Specific requirements for the aeroplane category

PASS MARKS

In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing five or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again.

FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:

(a) operate the aeroplane within its limitations;
(b) complete all manoeuvres with smoothness and accuracy;
(c) exercise good judgement and airmanship;
(d) apply aeronautical knowledge;
(e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
(f) understand and apply crew coordination and incapacitation procedures, if applicable; and
(g) communicate effectively with the other crew members, if applicable.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height	Generally	± 100 feet	**Tracking**	on radio aids	± 5°
	Starting a go-around at decision height	+ 50 feet/– 0 feet		For "angular" deviations	half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
	Minimum descent height/altitude	+ 50 feet/– 0 feet		2D (LNAV) and 3D (LNAV/VNAV) "linear" deviations	Cross track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
Heading	all engines operating	± 5°			
	with simulated engine failure	± 10°		3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than –75 feet below the vertical profile at any time, and not more than +75 feet above the vertical profile at or below 1 000 feet above aerodrome level
Speed	all engines operating	± 5 knots			
	with simulated engine failure	+ 10 knots/– 5 knots			

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes:

(a) The following symbols mean:

P	=	Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable.
OTD	=	Other training devices may be used for this exercise.
X	=	An FFS shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.
P#	=	The training shall be complemented by supervised aeroplane inspection.

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

The following abbreviations are used to indicate the training equipment used:

A	=	aeroplane
FFS	=	full-flight simulator
FSTD	=	flight simulator training device

(c) The starred items (*) shall be flown solely by reference to instruments.

(d) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:

(i) the qualifications of the instructors;
(ii) the qualification and the amount of training provided on the course in an FSTD; and
(iii) the qualifications and previous experience on similar types of the pilots under training.

(f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.

(g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.

(h) To remove a restriction to multi-pilot operations in accordance with point FCL.725(d)(2) from a single-pilot high-performance complex aeroplane type rating, pilots shall complete the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 in single-pilot operation

(i) Applicants for and holders of a restricted type rating issued in accordance with point FCL.720.A(c) shall complete training, skill tests and proficiency checks in accordance with this Appendix. However, unless they undergo a skill test in accordance with point FCL.720.A(c)(3), they shall, during a skill test or a proficiency check, perform at least the landing manoeuvres in the role of the pilot monitoring but shall not be required to perform the following:

(i) take-off manoeuvres;
(ii) landing manoeuvres in the role of the pilot flying

(j) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the first paragraph, in cases where a proficiency check for revalidation of PBN privileges is performed in an aircraft or an FSTD representing that aircraft, which are not equipped for RNP APCH manoeuvres, the proficiency check may not include RNP APCH exercises. In such cases, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise for the relevant class or type.

Application for ATPL(A) Issue Experience and Crediting

Licence No:

Appendix 1
Complete if applicable

To be completed by the applicant

Pilot licence held ☐ CPL(A) ☐ MPL ☐ Third Country ATPL(A)

☐ IR(A) multi-engine aeroplane valid until: _____

☐ MCC course completed

Part- Medical Class 1 valid until _____ Age _____ *Minimum 21years*

Theoretical Knowledge ATPL(A) examinations passed on: _____

Flight experience Hours: _____ *Minimum 1500 hours*

of which FNPT or FFS _____ *Maximum 100 hours* of which FNPT I or II_____ *Maximum 25hours of F*light Experience.

of which,

A) Multi-Pilot Operations Aeroplane experience hours: _____ *Minimum 500 hours*

B1) PIC hours: _____ *Minimum 250 hours*; or

B2) (PIC + PICUS together *Minimum 250 hours*) PIC hours: _____ *Minimum 70 hours*

\+ PICUS hours: _____ *At least to achieve 250 hours*; or

B3) PICUS hours: _____ *Minimum 500 hours*

C) Cross-country experience hours: _____ *Minimum 200 hours*

of which as PIC or PICUS hours _____ *Minimum 100 hours*

D) Instrument time Hours: _____ *Minimum 75 hours*

of which instrument ground time Hours: _____ *Maximum 30 hours*

E) Night time Hours as PIC or co-pilot : _____ *Minimum 100 hours*

Applicant Last and First Name:_____

Signature of Applicant: _____ Date of Signature: _____

For Office Use:

Credit given if applicable towards the 1500 hours flight time Hours: _____

PIC hours on TMGs or Sailplanes - Maximum 30 hour
Helicopter hours *Maximum 50% of all flight time requirements as above*

Holders of a restricted type rating issued in accordance with point FCL.720.A(c) shall receive credits for their flight time completed while exercising the privileges of that type rating - Maximum 250 hours

Name of PEL officer _____ Date _____ Signature _____

Application for First MPA Type Rating

Licence No:

Appendix 2
Complete if applicable

To be Completed by the applicant

Pilot licence held ☐ PPL ☐CPL ☐ MPL ☐ ATPL

IR(A) multi-engine aeroplane valid until: _____

Part- Medical ☐Class 1 or ☐ Class 2 / ☐ IR valid until _____

Theoretical Knowledge ATPL(A) examinations passed on: _____

PIC flight experience on aeroplanes Hours: _____ *Minimum 70 hours*
If MCC is not combined with Type Rating

M1) ☐Hold a certificate of satisfactory completion of MCC in aeroplanes; or

M2) ☐Hold a certificate of satisfactory completion of MCC in helicopters and have _____ hours of flight experience as pilot on multi-pilot helicopters *Minimum 100 hours*; or

M3) ☐ have _____ hours as pilot on multi-pilot operations in any aircraft category Minimum *500 hours*; or

M4) ☐ have _____ hours as pilot in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport in accordance with the applicable operational requirements Minimum *500 hours*.

Aircraft Type _____

1) ☐Have completed the training course as specified in FCL.745.A - Advanced UPRT course – aeroplanes **OR**

2) ☐Have completed within the preceding 3 years, the training and checking in accordance with points ORO.FC.220 or ORO.FC.230 of ANNEX III (Part-ORO) to Regulation (EU) 965/2012 **OR**

3) ☐Have completed the training specified in point FCL.915(e)(1)(ii) UPRT Instructor Training Course

Flight instruction for type rating according to approved syllabus completed on _____

Aircraft Hours: _____

FFS Full Flight Simulator Hours: _____

FTD Flight Training Device Hours: _____

OTD Other Training Device Hours: _____

Number of aircraft landings after simulator training _____

Applicant Last and First Name:_____

Signature of Applicant: _____ Date of Signature: _____

For Office Use:

Limitation to initially fly under the supervision of an instructor as required by OSD ☐ Yes ☐ No

If required, number of hours under supervision is _____hrs

Name of PEL officer _____ Date _____ Signature _____

Application for First Single Pilot High Performance Complex Aeroplane Type Rating

Licence No:

Appendix 3
Complete if applicable

To be Completed by the applicant

IR(A) multi-engine aeroplane valid until: _____

Before starting the course:

1) Total Flight Experience Hours _____ *Minimum 200 hours*

2) PIC hours on aeroplanes _____ *Minimum 70 hours*

3) Additional theoretical knowledge:

(i) ☐ Hold a certificate of satisfactorily completion of a course of additional theoretical knowledge for SPHP aircraft undertaken at an ATO; or

(ii) ☐Passed Part-FCL ATPL(A) theoretical knowledge examinations; or

(iii) ☐Hold in addition to a Part-FCL licence an ATPL(A) or CPL(A)/IR with theoretical knowledge credit for ATPL(A) issue in accordance with ICAO Annex 1.

4) Pilot licence held ☐ PPL ☐CPL ☐ ATPL

5) Part-Medical Certificate: ☐Class 1 ☐Class 2/ ☐ IR - Medical Certificate is valid until _____

6) For Multi-pilot operations:

If MCC is not combined with Type Rating

i) ☐ Hold a certificate of satisfactory completion of MCC in aeroplanes; or

ii) ☐ Hold a certificate of satisfactory completion of MCC in helicopters and have _____ hours of flight experience as pilot on multi-pilot helicopters *Minimum 100 hours*; or

iii) ☐ Have _____ hours as pilot in multi-pilot operations in any aircraft category Minimum *500 hours*; or

iv) ☐ Have _____ hours as pilot in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport in accordance with the applicable operational requirements Minimum *500 hours*.

7) **Flight instruction for type rating** according to approved syllabus completed on _____

Aircraft Hours: _____

FFS Full Flight Simulator Hours: _____

FTD Flight Training Device Hours: _____

OTD Other Training Device Hours: _____

8) IR(A) multi-engine aeroplane valid until: _____

9A) ☐Have completed the training course as specified in FCL.745.A - Advanced UPRT course – aeroplanes **OR**

9B) ☐Have completed within the preceding 3 years, the training and checking in accordance with points ORO.FC.220 or ORO.FC.230 of ANNEX III (Part-ORO) to Regulation (EU) 965/2012 **OR**

9C) ☐Have completed the training specified in point FCL.915(e)(1)(ii) UPRT Instructor Training Course

Applicant Last and First Name: _____

Signature of Applicant: _____ Date of Signature: _____

For Office Use:

Limitation to initially fly under the supervision of an instructor as required by OSD ☐ Yes ☐ No
If required, number of hours under supervision is _____hrs

Name of PEL officer _____ Date _____ Signature _____

Submission Instructions

Respective Appendix have to be printed and completed if necessary.

Documents Required for all:

1. Copy of the Malta ID Card (both sides) or Passport.
2. Copy of the Part-Medical Certificate
3. Copy of Examiner Certificate if not issued by Transport Malta
4. Copy of Language Proficiency Certificate issued by Transport Malta
5. Copy of Simulator approval certificate
6. A copy of the ICAO licence if applicable
7. Proof of ICAO ATPL theory if applicable

For ATPL

Note *An applicant for an ATPL(A) must be at least 21 years old.*

8. Logbook – All PICUS must be signed by the Pilot-in-command.
9. Copy of the ATPL(A) Theoretical Knowledge Examination Results
10. Copy of the MCC completion certificate

For Addition of Type Rating

11. Copy of ATO Approval Certificate where type rating instruction was given if not issued by Transport Malta
12. Copy of the Course Completion Certificate for the type rating.
13. Proof of aircraft landings where applicable for issue of the type rating or ZFTT contract between ATO and Operator.
14. Copy of the ATPL(A) Theoretical Knowledge Examination Results
15. Logbook – All flight instruction/instrument flight instruction/instrument ground instruction/ etc. must be counter-signed by the instructor.

For MPA

16. Copy of the Course Completion Certificate
17. Copy of the MCC completion certificate
18. Copy of the ATO approval where the MCC was conducted
19. Copy of Course Completion Certificate for Advanced UPRT
20. Copy of the ATO certificate where AUPRT was conducted.

For SPHPC

21. Copy of the Course Completion Certificate
22. Copy of certificate of additional course of theoretical knowledge for SPHP aeroplanes
23. Copy of Course Completion Certificate for Advanced UPRT
24. Copy of the ATO certificate where AUPRT was conducted.

It is important to send all the documents to avoid a delay in the issue of the licence.

Fee: The applicable fee in the Malta Air Navigation Act on the Transport Malta website has to be submitted with the application.

Queries: If you need additional information send an email to cadpel.tm@transport.gov.mt to the Attention of **Personnel**

Licensing Section, Transport Malta Civil Aviation Directorate - giving your contact telephone number.

Send completed form to:
Transport Malta – Civil Aviation Directorate, Personnel Licensing Section, Pantar Road Lija, LJA 2021, Malta

Data Protection Privacy Notice

Transport Malta of Triq Pantar, Lija, Malta LJA2021 is the Data Controller for the purpose of the Data Protection Act CAP. 586 and General Data Protection Regulation (EU) 2016/679 (GDPR). This Privacy Notice sets out the way in which we collect and process your Personal Information, as well as the steps we take to protect such information.

1. The information we collect and how we use it

1.1. From this application form Transport Malta collects different types of information which information is that required by Law and is used explicitly for your particular application. It is to be noted that if the required information is not provided the said application cannot be processed.

1.2. The primary purpose for collecting information is mainly to process the application for the service being applied for, however, your personal information may also be used for related purposes that amongst other include: sending notifications, renewal of licence/certificate after expiry period, and for the provision of information with regards to any legislative amendments which may affect the services offered to you.

2. To whom we disclose information

2.1. This information will be solely used for the reasons detailed above. However there may be cases where personal information is shared with the following third parties for reasons listed below:

- Any third party offering assistance in providing the required service;
- Any law enforcement body who may have any reasonable requirement to access your personal information;
- Third party entities responsible for the data processing contracted by Transport Malta.

3. Data Subject Rights

3.1. With respect to your privacy rights, Transport Malta is obliged to provide you with reasonable access to the Personal Data that you have provided to us. Your other principal rights under data protection law are:

a. the right for information;
b. the right to access;
c. the right to rectification;
d. the right to erasure;
e. the right to restrict processing;
f. the right to object to processing;
g. the right to data portability;
h. the right to complain to a supervisory authority; and
i. the right to withdraw consent.

3.2. If you wish to access or amend any Personal Data we hold about you, or to request that we delete any information about you, you may contact us by sending a request to dataprotection.tm@transport.gov.mt. We will acknowledge your request within seventy-two (72) hours and will do our utmost to handle it promptly. We will respond to these requests within a month, with a possibility to extend this period for particularly complex requests in accordance with Applicable Law.

3.3. At any time, you may object to the processing of your Personal Data, on legitimate grounds, except if otherwise permitted by applicable law.

3.4. In accordance with Applicable Law, we reserve the right to withhold personal data if disclosing it would adversely affect the rights and freedoms of others. Moreover, we reserve the right to charge a fee for complying with such requests if they are deemed manifestly unfounded or excessive.

4. Retention period

4.1. Personal data will be retained for not more than 3 months from date of application should the application not be submitted complete or is rejected.

4.2. Once the service related to your application is provided, we will retain your information for as long as needed to provide you with our service, or to comply with our legal obligations, resolve disputes and enforce our agreements.

5. Security

5.1. We take appropriate security measures to protect against loss, misuse and unauthorized access, alteration, disclosure, or destruction of your information. Additionally, steps will also be taken to ensure the ongoing confidentiality, integrity, availability, and resilience of systems and services processing personal information, and will restore the availability and access to information in a timely manner in the event of a physical or technical incident. All information gathered is kept confidential and is used solely for the purpose indicated herein.

5.2. If we learn of a security systems breach, we will inform you of the occurrence of the breach in accordance with applicable law.

6. Governing Law

All data collected in this form is processed in accordance with the Privacy Laws that include General Data Protection Regulation (EU) 2016/679 and Chapter 586 of Malta (Data Protection Act).

7. Data Protection Officer

7.1. Transport Malta has a Data Protection Officer (“DPO”) who is responsible for matters relating to privacy and data protection. The DPO can be reached at the above address or by email: dataprotection.tm@transport.gov.mt

8. Contacting us

8.1. Please address any questions, comments and requests regarding the application process to cadpel.tm@transport.gov.mt