

This notice is intended to provide information on the validation of third country professional pilot licences for commercial air transport activities and other commercial activities.

Certificates of validation are issued in accordance with **Delegation Commission Regulation 2020/723, as amended**

General:

A pilot licence issued in accordance with the requirements of Annex I to the Chicago Convention by a third country may be validated by the competent authority of a Member State.

Pilots shall apply to the competent authority of the Member State where they reside or are established. If they are not residing in the territory of the Member State, pilots shall apply to the competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered.

Note: If a certificate of validation has already been issued by an EU Member State, another certificate of validation cannot be issued by Transport Malta.

Period of validation of the licence:

The period of validation of the licence shall not exceed 1 year, provided that the basic licence remains valid.

Note: The basic third country licence, including the aircraft class or type ratings and the third country medical certificate have to remain valid for the certificate of validation to remain valid.

This period may only be extended once by the competent authority that issued the validation when, during the validation period, the pilot has applied, or is undergoing training for the issuance of a licence in accordance with Part-FCL.

The extension shall cover the period of time necessary for the licence to be issued in accordance with Part-FCL.

Requirements:

In the case of pilot licences for commercial air transport activities and other commercial activities, the applicant for a certificate of validation has to meet the following requirements:

- (a) Complete as a skill test, the type or class rating revalidation requirements for Part-FCL relevant to the privileges of the licence held;

*Note: the examiner for the skill test has to be designated by Transport Malta Civil Aviation Directorate **as per PEL Notice 49**. TM-CAD may require that the skill test is observed by a TM-CAD inspector.*

Examiner designation fees and inspector travel, accommodation and per diem costs apply.

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(b) Demonstrate that he/she has acquired knowledge of the relevant parts of operational requirements and Part-FCL.

Note: Transport Malta has approved specific courses for this purpose as indicated on the FAQ page of the Transport Malta website.

(c) Demonstrate that he/she has acquired language proficiency in accordance with FCL.055.

Note: The English language proficiency assessment shall be conducted by EASA approved assessors.

(d) Hold a valid Class 1 medical certificate, issued in accordance with EASA Part-Medical.

Note: The medical records must be held by the Malta Aero-Medical Section.

(e) In the case of aeroplanes, comply with the experience requirements set out in the following table:

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(A)	> 1 500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi- pilot aeroplanes as PIC	(a)
ATPL(A) or CPL(A)/IR ⁽¹⁾	> 1 500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi- pilot aeroplanes as co-pilot	(b)
MPL	> 1 500 hours as co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi- pilot aeroplanes as co-pilot	(b)(a)
CPL(A)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	> 1 000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to the operational requirements	(d)
ATPL(A), CPL (A) /IR, CPL(A)	> 700 hours in aeroplanes, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport	(e)
CPL(A)	> 1 500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single-pilot aeroplanes as PIC	(f)

⁽¹⁾ CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

(f) In the case of helicopters, comply with the experience requirements set out in the following table:

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(H) valid IR	> 1 000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations	(a)
ATPL(H) no IR privileges	> 1 000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations	(b)
ATPL(H) valid IR	> 1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations	(c)
ATPL(H) no IR privileges	> 1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations	(d)
CPL(H)/IR ¹	> 1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot	(e)
CPL(H)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC	(f)
ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)	> 700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in helicopters in operations other than commercial air transport	(g)

(¹) CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL(H) level knowledge before acceptance

Note: This notice does not apply in the case of manufacturer flights and specific tasks of limited duration, provided the applicant is employed directly or indirectly, by an aeroplane manufacturer and where the privileges are limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators’ pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights.

Personnel Licensing Section