

1.0 Introduction

This PEL Notice is intended as a guide to ATOs and applicants on the requirements for applying for a Maltese EASA Part-FCL licence by converting an Aeroplane ICAO CPL, ICAO CPL/IR or Helicopter ICAO CPL, CPL/IR.

1.1 Privileges

The privileges of a CPL are:

- exercise all the privileges of the holder of a LAPL and a PPL. (To exercise LAPL privileges the applicant will need a LAPL licence)
- act as pilot in command (PIC) or co-pilot of any aircraft operations other than commercial air transport
- act as PIC in commercial air transport of any single-pilot aircraft, subject to some restrictions
- act as co-pilot in commercial air transport subject to some restrictions.

1.2 General Requirements

The minimum age of the applicant to obtain a CPL is 18 years. A valid Part-MED Class 1 Medical Certificate is required.

Training requirements differ depending on the aircraft category and training route taken. The applicant shall successfully complete theoretical exams and flight instruction at an approved training organisation (ATO).

However, in all cases, the applicant must fulfil the class or type rating requirements for the aircraft that the applicant will take the CPL skill test on. For example, if the skill test is taken on a multi-engine piston aeroplane (MEP) class, the applicant must have met the relevant flight training requirements.

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2.0 Commercial pilot licence for aeroplanes CPL(A)

2.1 Requirements for conversion

Partial credit towards the theoretical and flight training may be considered if the applicant holds:

- a current and valid CPL issued by or on behalf of a third country that is ICAO compliant (see Annex 1 to the Chicago Convention).
- a valid ICAO medical
- a valid type or class rating on the applicant’s third country licence for the same type of aircraft that will be used for the CPL skill test. (see EASA type and class rating list)

The applicant must meet the experience requirements for the CPL found in Appendix 1.

2.2 Theoretical Knowledge Training

The applicant shall:

- Complete Part-FCL CPL(A) or ATPL(A) theoretical knowledge instruction at an ATO
- Pass all Part-FCL theoretical knowledge examinations at CPL level.

Note: Applicants who wish to attempt the ATPL(A) examinations must complete an approved ATPL(A) Modular theoretical knowledge course as set out in Part-FCL Appendix 3(B) and pass all Part-FCL ATPL(A) examinations.

2.3 Flight Training

TM-CAD is applying the following policy which may be used by an ATO when requesting an approval from TM-CAD.

The Aircrew Regulation requires that the holder of an ICAO licence must complete an approved CPL (A) modular course at an Approved Training Organisation. If, following assessment, the ATO wishes to reduce the course further than the minimum criteria set out below, they must recommend a reduced course to TM-CAD. The course cannot be reduced to zero hours. **A certificate of course completion indicating the hours of training conducted before the skill test shall be submitted at TMCAD.**

After completion of CPL (A) or ATPL(A) exams, the applicant will need to complete the minimum flying requirements shown below at an Approved Training Organisation approved to conduct CPL modular course.

Minimum instruction depending upon total hours as an aeroplane pilot:

- Level 1: Experience > 1000 hrs: Min 7 hrs (18 hrs credit)
- Level 2: Experience 500 - 999 hrs: Min 10 hrs (15 hrs credit)
- Level 3: Experience 250 - 499 hrs: Min 15 hrs (10 hrs credit)
- Level 4: Experience 185 - 249 hrs: Min 20 hrs (5 hrs credit)
- Level 5: Experience 155 - 184 hrs: Min 25 hrs (no credit)

Pass the Part-FCL CPL (A) Skill Test in the class/type of a/c where it is valid on the ICAO licence.

3.0 Commercial pilot licence for aeroplanes with an instrument rating CPL(A)/IR

3.1 Requirements for conversion

Partial credit towards the theoretical and flight training may be considered if the applicant holds:

- a current and valid CPL/IR issued by or on behalf of a third country that is ICAO compliant (see Annex 1 to the Chicago Convention).
- a valid ICAO medical
- a valid type or class rating on the applicant's third country licence for the same type of aircraft that will be used for the CPL/IR skill test. (see EASA type and class rating list)

The applicant must meet the experience requirements for the CPL/IR.

3.2 Theoretical Knowledge Training

The applicant shall:

- Complete Part-FCL CPL (A) and IR (A) or ATPL (A) theoretical knowledge instruction at an ATO
- Pass all Part-FCL theoretical knowledge examinations at CPL level.

Note: Applicants who wish to attempt the ATPL(A) examinations must complete an approved ATPL(A) Modular theoretical knowledge course as set out in Part-FCL Appendix 3(B) and pass all Part-FCL ATPL(A) examinations.

3.3 Flight Training CPL

Refer to section 2.3

3.4 Flight Training IR

TM-CAD is applying the following policy which may be used by an ATO when requesting an approval from TM-CAD.

Partial credit towards the flying credit may be available if the applicant holds or has held an Instrument Rating.

For a conversion of an IR, the IR must be current and valid unless the competency based modular training route (CBIR) in [Appendix 3](#) is used where the requirements differ depending on the validity of the ICAO IR.

If the CBIR route is **not** taken the applicant must:

- Complete a minimum of 15 hours instrument time under instruction (including recommendation for test in accordance with the approved procedures of the ATO). Of which:

- 5 hours may be in a FNPT I or
- 10 hours in a FNPT II or Full Flight Simulator.

Holders of an ICAO IR obtained in a single engine aeroplane seeking a Part-FCL-multi engine IR(A) must attend a course at an approved IR(A) training provider.

In addition to the training completed for the single engine IR, the applicant must also meet the Part-FCL requirements for a multi engine Class Rating and the Part-FCL SE(IR) to ME(IR) training course requirements of Part-FCL Appendix 6, (A)(9) as shown below:

- complete a course at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- Pass the Part-FCL IR(A) Skill Test in a SE or ME aeroplane, as applicable.

The applicant’s skill test must be taken after completing the course on either a single or multi-engine aeroplane. The applicant will also need to take the IR skill test on either a single-engine or multi-engine aeroplane.

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4.0 Commercial pilot licence for helicopters CPL(H)

4.1 Requirements

Partial credit towards the theoretical and flight training may be considered if the applicant holds:

- a current and valid CPL issued by or on behalf of a third country that is ICAO compliant (see Annex 1 to the Chicago Convention).
- a valid ICAO medical
- a valid type or class rating on the applicant's third country licence for the same type of aircraft that will be used for the CPL skill test. (see EASA type and class rating list)

The applicant must meet the experience requirements for the CPL found in [Appendix 2](#).

4.2 Theoretical Knowledge Training

The applicant shall:

- Complete Part-FCL CPL(H) theoretical knowledge instruction as determined by the Head of Training of an ATO
- Pass all Part-FCL theoretical knowledge examinations at a minimum of CPL level.

Note 1: If the applicant wants to take the ATPL(H)(VFR) examinations the applicant must complete an approved ATPL(H) Modular theoretical knowledge course as set out in Part-FCL Appendix 3(H) and pass all Part-FCL ATPL(H)(VFR) examinations.

Note 2: If the applicant wants to take the ATPL(H) and IR examinations the applicant must complete an approved ATPL(H) and IR Modular theoretical knowledge course as set out in Part-FCL Appendix 3(H) and pass all Part-FCL ATPL(H) with IR examinations.

4.3 Flight Training

TM-CAD is applying the following policy which may be used by an ATO when requesting an approval from TM-CAD.

The Aircrew Regulation requires that the holder of an ICAO licence must complete an approved CPL (H) modular course at an Approved Training Organisation. If, following assessment, the ATO wishes to reduce the course further than the minimum criteria set out below, they must recommend a reduced course to TM-CAD. The course cannot be reduced to zero hours

Minimum hours of instruction required depending upon total flight time experience as a helicopter pilot:

- Level 1: Experience > 1000 hrs: Min 7 hrs (23 hrs credit)
- Level 2: Experience 500 - 999 hrs: Min 10 hrs (20 hrs credit)
- Level 3: Experience 250 - 499 hrs: Min 15 hrs (15 hrs credit)
- Level 4: Experience 185 - 249 hrs: Min 20 hrs (10 hrs credit)
- Level 5: Experience 155 - 184 hrs: Min 25 hrs (5 hours credit)

Pass the Part-FCL CPL (H) skill test.

5.0 Commercial pilot licence for helicopter with Instrument rating CPL(H)/IR

5.1 Requirements

Partial credit towards the theoretical and flight training may be considered if the applicant holds:

- a current and valid CPL issued by or on behalf of a third country that is ICAO compliant (see Annex 1 to the Chicago Convention).
- a valid ICAO medical
- a valid type or class rating on the applicant's third country licence for the same type of aircraft that will be used for the CPL skill test. (see EASA type and class rating list)

The applicant must meet the experience requirements for the CPL found in [Appendix 2](#).

5.2 Theoretical Knowledge Training

The applicant shall:

- Complete Part-FCL CPL (H) and IR (H) or ATPL (H) theoretical knowledge instruction as determined by the Head of Training of an ATO
- Pass all Part-FCL theoretical knowledge examinations at CPL and IR level or ATPL.

Note: If the applicant wants to take the ATPL(H) examinations the applicant must complete an approved ATPL(H) as set out in Part-FCL Appendix 3(H) and pass all Part-FCL ATPL(H) with IR examinations.

5.3 Flight Training

TM-CAD is applying the following policy which may be used by an ATO when requesting an approval from TM-CAD.

The Aircrew Regulation requires that the holder of an ICAO licence must complete an approved CPL (H) modular course at an Approved Training Organisation. If, following assessment, the ATO wishes to reduce the course further than the minimum criteria set out below, they must recommend a reduced course to TM-CAD. The course cannot be reduced to zero hours

Minimum hours of instruction required depending upon total flight time experience as a helicopter pilot:

- Level 1: Experience > 1000 hrs: Min 7 hrs (23 hrs credit)
- Level 2: Experience 500 - 999 hrs: Min 10 hrs (20 hrs credit)
- Level 3: Experience 250 - 499 hrs: Min 15 hrs (15 hrs credit)
- Level 4: Experience 185 - 249 hrs: Min 20 hrs (10 hrs credit)
- Level 5: Experience 155 - 184 hrs: Min 25 hrs (5 hours credit)

Pass the Part-FCL CPL (H) skill test.

5.4 ICAO IR(H) holders

The applicant shall complete a minimum of 15 hours instrument time under instruction including recommendation for test in accordance with the approved procedures of the ATO, of which 5 hours may be in a FNPT I or 10 hours in a FNPT II or higher qualified device.

Holders of a current and valid IR(H) issued in accordance with ICAO Annex 1, but with privileges obtained on single-engine helicopters only, seeking a Part-FCL-FCL ME IR(H) will be required to attend an approved IR(H) training provider. In addition to the 15 hours instrument time under instruction training, an applicant must comply with the Part-FCL requirements for an ME Type Rating and the Part-FCL SE(IR) to ME(IR) training course requirements of FCL.630.H.

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APPENDIX 1

CPL(A) Experience requirements

The applicant must have at least 200 hours of flight time before conducting the skill test.

This must include the following:

<p>Pilot in Command (PIC)</p>	<p>100 hours as PIC, of which 20 hours of cross-country flight as PIC, which shall include a VFR cross-country flight of at least 540km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure must be made.</p>
<p>Night</p>	<p>5 hours of flight time must be completed at night, comprising 3 hours of dual instruction which must include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings</p>
<p>Instrument</p>	<p>10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, or FNPT II, or FFS.</p> <p>If the applicant holds a course completion certificate for the Basic Instrument Flight Module the applicant will be credited with up to 10 hours towards the required instrument instruction time.</p> <p>Hours done in a BITD shall not be credited.</p>

If a multi-engine aeroplane is used for the skill test, 6 hours of flight time shall be completed in a multi-engine aeroplane.

The applicant may be able to count some other Pilot in Command flying hours towards the 200 hours of flight time required.

These are detailed below:

- 30 hours in helicopter, if the applicant holds a PPL(H), or
- 100 hours in helicopters, if the applicant holds a CPL(H), or
- 30 hours in TMGs or sailplanes, or
- 30 hours in airships, if the applicant holds a PPL(As), or
- 60 hours in airships, if the applicant holds a CPL(As)

APPENDIX 2

A2.1 CPL(H) Experience requirements

To apply for a CPL (H) the applicant must complete at least 30 hours of dual flight instruction, including 10 hours of instrument instruction and 20 hours of visual flight instruction.

A2.2 Use of simulators or aeroplanes for dual instruction

- Up to five hours of the instrument instruction requirement can be taken in an FFS, FTD2, 3 or FNPT II, III
- Up to five hours of the visual instruction requirement can be taken in a FTD 1, FNPT I or in an aeroplane

A2.3 Night flight instruction

The applicant will also need to complete at least 5 hours of night flight instruction, comprising 3 hours of dual instruction, which will include at least 1 hour of cross-country navigation and 5 solo night circuits, each including a take-off and landing.

A2.4 If the applicant already holds an IR

If the applicant holds a valid IR(H) the applicant will be fully credited the 10 hours instrument instruction time requirement. If the applicant holds an IR(A) the applicant will be credited with 5 hours. The remaining 5 hours must be completed in a helicopter.

A2.5 If the applicant has a night rating (helicopter) already

The applicant will not need to complete the additional night flight instruction if the applicant already holds a night rating (helicopter).

A2.6 Experience requirements that must be met before the CPL (H) skill test

The applicant must have at least 185 hours of flight time before conducting the skills test.

This must include the following for Pilot in Command (PIC)

- 50 hours as PIC, of which 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100NM), during which full stop landings at two aerodromes different from the aerodrome of departure must be made

The applicant may be able to count some other Pilot in Command flying hours towards the 185 hours of flight time required. These are detailed below:

- 20 hours in aeroplanes if the applicant hold a PPL(A), or
- 50 hours in aeroplanes, if the applicant hold a CPL(A), or
- 10 hours in TMGs or sailplanes, or
- 20 hours in airships if the applicant hold a PPL(As), or
- 50 hours in airships if the applicant hold a CPL(As)

APPENDIX 3

CBIR

To fly an aeroplane under instrument flight rules with a minimum decision height of 200 feet (60 metres).

A3.1 Requirements for all applicants

A3.2 Pre-requisites

The applicant shall have met English language proficiency requirements and hold one of the following licences:

- a PPL(A) and FRTOL or
- a CPL(A) or
- an ATPL in another category of aircraft

For the use of the privileges of the IR(A) at night, the applicant shall hold a PPL(A) and a Night rating.

The applicant shall have completed the flying training requirements for the issue of a multi-engine rating before beginning training for a multi engine instrument rating.

A3.3 Flying experience

The applicant shall also have completed at least 50 hours of cross-country flight time as Pilot in Command (PIC) in aeroplanes, TMGs, helicopters or airships of which at least 10 hours shall be in aeroplanes.

A3.4 Medical requirements

The applicant shall need to hold a current and valid Class 1 Part medical or Class 2 medical with a valid audiogram to apply.

A3.5 Pilots needing to complete a full course

A3.5.1 Theoretical knowledge training

The applicant will need to complete any of the following training for theoretical knowledge exams with an Approved Training Organisation:

- ATPL(A)
- CBIR / EIR (En-route Instrument Rating) or BIR (Basic Instrument Rating) when **in force.**
- IR(A)

A3.5.2 Theoretical knowledge examination

The applicant will need a pass in all theoretical examinations for the level that the applicant has chosen.

A3.5.3 Flying training

All courses must be conducted at **an approved** training organisation that is approved to conduct competency-based instrument rating courses.

A3.5.4 Single engine, single pilot

A single-engine competency-based modular IR(A) course shall include at least 40 hours of instrument time under instruction, of which:

- up to 10 hours may be instrument ground time in an FNPT I, or
- up to 25 hours in an FFS or FNPT II.

A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I

A3.5.5 Multi engine, single pilot

A multi-engine competency-based modular IR(A) course shall include at least 45 hours instrument time under instruction, of which

- up to 10 hours may be instrument ground time in an FNPT I, or
- up to 30 hours in an FFS or FNPT II.

A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

A3.5.6 Skill test

The applicant must complete a skill test for the IR with a suitably qualified Part FCL examiner in the aeroplane.

A3.6 Guidance for pilots who have completed instrument flight instruction provided by an IR(A) or an FI(A) holding the privilege to provide training for the IR

A3.6.1 Theoretical knowledge training

The applicant will need to complete any of the following training for theoretical knowledge exams with an Approved Training Organisation:

- ATPL(A)
- CBIR / EIR (En-route Instrument Rating) or BIR (Basic Instrument Rating) when applicable
- IR(A)

A3.6.2 Theoretical knowledge examination

The applicant will need a valid in pass in all the exams for the training route that the applicant is following.

A3.6.3 Flying training - Single engine, single pilot

A maximum of 30 hours can be credited towards the 40hour course.

The applicant must have completed:

- a minimum of 10 hours of instrument flight time under instruction in an aeroplane at an Approved Training Organisation.
- A minimum of 25 hours of dual instrument instruction

A3.6.4 Flying training - Multi engine, single pilot

A maximum of 35 hours can be credited towards the 45hour course.

Up to 10 hours may be instrument ground time in an FNPT I, or up to 30 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

A3.6.5 Skill test

The applicant must complete a skill test for the IR with a suitably qualified Part FCL examiner in the aeroplane.

A3.7 Guidance for pilots who have experience of instrument flight time as PIC on aeroplanes, under a rating providing the privileges to fly under IFR and in IMC

A3.7.1 Theoretical knowledge training

The applicant will need to complete any of the following training for theoretical knowledge exams with an Approved Training Organisation:

- ATPL(A)
- CBIR / EIR (En-route Instrument Rating) or BIR (Basic Instrument Rating) when applicable
- IR(A)

A3.7.2 Theoretical knowledge examination

The applicant will need a valid pass in all the exams for the training route that the applicant is following.

A3.7.3 Single engine, single pilot instrument ratings

The applicant can claim a maximum of 30 hours towards the 40 hour course if the applicant has flown under IFR and IMC conditions under the privileges of an EIR, ICAO IR or IMC/IR(R).

The applicant must have completed:

- a minimum of 10 hours of instrument flight time under instruction in an aeroplane at an Approved Training Organisation.
- A minimum of 25 hours of dual instrument instruction

A3.7.4 Multi engine, single pilot instrument ratings

The applicant can claim a maximum of 35 hours towards the 45 hours course if the applicant has flown under IFR and IMC conditions under the privileges of an EIR, ICAO IR or IMC/IR(R).

The flying training must include at least 10 hours of instrument flight time under instruction in an aeroplane at an approved training provider for the CBIR.

The total amount of dual instrument instruction must be at least of 25 hours, of which at least 15 hours shall be completed in a multi-engine aeroplane.

A3.7.5 Skill test

The applicant must complete a skill test for the IR with a suitably qualified Part FCL examiner in the aeroplane.

A3.8 Guidance for pilots who have instrument flight time under instruction not provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR

A3.8.1 Theoretical knowledge training

The applicant will need to complete any of the following training for theoretical knowledge exams with an Approved Training Organisation:

- ATPL(A)
- CBIR / EIR (En-route Instrument Rating) or BIR (Basic Instrument Rating) when applicable
- IR(A)

A3.8.2 Theoretical knowledge examination

The applicant will need a pass in all the examinations for the training route that the applicant is following.

A3.8.3 Flying training - Single engine, single pilot

A maximum of 15 hours can be credited towards the 40 hours course.

The applicant must have completed:

- a minimum of 10 hours of instrument flight time under instruction in an aeroplane at an Approved Training Organisation.
- A minimum of 25 hours of dual instrument instruction

A3.8.4 Flying training - Multi engine, single pilot

A maximum of 15 hours can be credited towards the 45 hour course.

Up to 10 hours may be instrument ground time in an FNPT I, or up to 30 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

The applicant must have completed:

- a minimum of 10 hours of instrument flight time under instruction in an aeroplane at an Approved Training Organisation.
- A minimum of 25 hours of dual instrument instruction - of which 15 hours must be in a multi-engine aeroplane.

A3.8.5 Skill test

The applicant must complete a skill test for the IR with a suitably qualified Part FCL examiner in the aeroplane.

A3.9 ICAO licence holders with 50hours Pilot in Command in Instrument Flight Rules

For the competency-based modular IR(A) holding a Part-FCL PPL or CPL and a valid IR(A) issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country, the applicant must be an ICAO licence holder in current flying practice and have a minimum of 50 hours Pilot in Command in Instrument Flight Rules.

The applicant must hold a current and valid:

- ICAO licence with a valid medical
- Instrument rating

The applicant will need to bring a verification from the Authority of the 3rd Country state that issued the applicant's licence. **Licence and relevant ratings shall be valid until the skill test.**

A3.9.1 Theoretical knowledge training

None

A3.9.2 Theoretical knowledge examination

Demonstrate to the examiner during the skill test that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR);

A3.9.3 Single engine, single pilot instrument ratings

The applicant must complete a skill test for the IR with a suitably qualified Part FCL examiner in the aeroplane

A3.9.4 Multi engine, single pilot instrument ratings

At least 15 hours of the 50 hour requirement for Pilot in Command in instrument flight rules must have been flown in a multi engine aeroplane.

A3.9.5 Skill test

The applicant must complete a skill test for the IR with a suitably qualified Part FCL examiner in the aeroplane.

APPENDIX 4

How to apply

- Fill in appropriate skill test form and report form
- See PEL Notice 49 for designation of examiner process.
- Send all original documentation including logbooks to PEL section at Transport Malta Civil Aviation Directorate in Lija, Pantar Road.

PERSONNEL LICENSING