

TMCAD

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Regulatory Instrument issued in terms of Annex 5 of the Air Navigation Act, Chapter 641 of the Laws of Malta

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Title	Malta National Private Pilot Licence
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This Regulatory Instrument is intended to give information about the Malta National Private Pilot Licence, Annex I aircraft, documents and equipment to be carried, medical requirements, ratings, privileges and limitations, differences training, cross-crediting and the validation of foreign national licences.

0 DEFINITIONS

“Certification” means any form of recognition that a product, part or appliance, organisation or person complies with the applicable requirements including the provisions of this Act or the Basic EASA Regulation and its implementing rules, as well as the issue of any certificate attesting to such compliance;

“EASA aircraft” means an aircraft which is required by the Basic EASA Regulation and any implementing rules adopted by the Commission in accordance with that Regulation to hold an EASA certificate of airworthiness, an EASA restricted certificate of airworthiness or an EASA permit to fly;

“EASA permit to fly” means a permit to fly issued for an EASA aircraft under and in accordance with subpart P of Part 21;

“Microlight aircraft” means an aircraft designed to carry not more than two persons which has—

permit to fly aeroplanes (Fixed-wing or weight-shift) and Helicopters and VTOL aircraft having no more than two seats:

- (i) 300kg for a single seat land-plane/helicopter or VTOL aircraft, (or 390kg for a single seat landplane of which at least 51% was built by an amateur, or non-profit making association of amateurs, for their own purposes and without any commercial objective;
- (ii) a basic empty mass of not more than 370 kg including an airframe mounted total recovery parachute system where applicable;
- (iii) a maximum take-off mass (MTOM) of no more than 600 kg for an aeroplane/helicopter or VTOL aircraft not intended to be landed on water;
- (iv) a maximum take-off mass (MTOM) of no more than 650 kg for an aeroplane/helicopter or VTOL aircraft intended to be landed on water;
- (v) for aeroplanes, having a measurable stall speed or minimum steady flight speed in landing configuration not exceeding 45 knots calibrated air speed (CAS), and
- (vi) the aircraft must have been designed and assembled in an EASA member state.

“National permit to fly” means a permit to fly issued under article 17 of ANA;

“non-EASA aircraft”, means an aircraft which is not required by the Basic EASA Regulation and any implementing rules adopted by the European Commission in accordance with that Regulation to hold an EASA certificate of airworthiness, an EASA restricted certificate of airworthiness or an EASA permit to fly.

“Powered Parachutes” means an aeroplane designed to carry not more than two persons which is—

- (a) wheel equipped, and
- (b) has a maximum take-off mass (MTOM), of no more than:
 - (i) 300 kg for a land single-seater; or
 - (ii) 450 kg for a land two-seater.
- (c) For licences, ratings, training purposes, revalidation and renewal of licences, Powered Parachutes shall be considered as Microlight aircraft.

“VTOL” means an aircraft that can hover, take-off and land vertically. Such aircraft includes the tiltrotor but is other than a helicopter. eVTOL are electrically powered VTOL aircraft.

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1.0 INTRODUCTION

The Malta Air Navigation Act (ANA) details the rules for the Malta National Private Pilot Licence (Malta NPPL). This document is legally binding in accordance with the Malta ANA.

1.1 Purpose of this Document

This document has been established to serve the following purposes:

- Provide brief guidance regarding Annex I aircraft and their operations
- Provide guidance to new organisations and student pilots to ensure that an application made for a National Private Pilot Licence will satisfy Malta ANA requirements
- Provide guidance of administrative arrangements and legal matters particular to Malta
- Ensure the process and procedures are understood by the organisations that TMCAD regulates and pilots in general and to ensure continued compliance

1.2 General

Annex I aircraft

- (a) Annex I aircraft are non-EASA certified aircraft and are handled under national rules. Refer to 13.0 Definitions.
- (b) Annex I include:
- (i) microlight aircraft;
 - (ii) single engine amateur built aircraft with a permit to fly;
 - (iii) ex-military single engine aircraft;
 - (iv) vintage aircraft that meets specific criteria for date and design of manufacture;
 - (v) aircraft built or modified for scientific or novel purposes,
- (c) and, for (ii) to (v) aeroplanes having a maximum take-off mass of no more than 2000 kg,
- and (i) to (v)
- (d) a maximum of two (2) seats.

1.3 Applications of Licence, Certificate or Rating

For the issue of a licence, rating or certificate the applicant shall apply not later than 6 months after having succeeded at the skill test or assessment of competence.

2.0 DOCUMENTS AND EQUIPMENT

2.1 Documents, manuals and information to be carried onboard Annex I aircraft

(a) The following documents, manuals and information shall be carried on each flight as originals or copies (printed or electronic) unless otherwise specified:

- (i) the POH, or equivalent document(s);
- (ii) the Certificate of Registration;
- (iii) the permit to fly;
- (iv) the Aircraft Radio licence;
- (v) the third-party liability insurance certificate(s);
- (vi) details of the filed ATS flight plan, if applicable;
- (vii) current and suitable printed or electronic aeronautical charts for the route area of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;
- (viii) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.

(b) Notwithstanding (a), on flights:

- (i) intending to take off and land at the same aerodrome/operating site; or
- (ii) remaining within a distance or area determined by the TMCAD, the documents and information in (a)(ii) to (a)(vii) may be retained at the aerodrome or operating site.

(c) The pilot-in-command shall make available within a reasonable time of being requested to do so by TMCAD, the documentation required to be carried on board.

2.2 Equipment

(a) The aircraft must be equipped with an aeronautical VHF radio transceiver (8.33 KHz) and a Mode C or S aircraft transponder.

(b) The aircraft must have on board;

- (i) a first aid kit, and
- (ii) for flights over water and beyond gliding range from land:
 - a distress personal locator beacon capable of being detected by satellites, and
 - a life jacket for each person on board.

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3.0 MEDICAL CERTIFICATE FOR A MALTA NATIONAL PRIVATE PILOT LICENCE AND SOLO REQUIREMENTS

3.1 Obligation to carry documents

An NPPL holder shall hold a valid Part-MED LAPL, Class 2 or Class 1 Medical certificate.

A medical certificate must be carried by students on all solo flights.

A student pilot shall carry on all solo cross-country flights evidence of the authorisation by a Flight Instructor.

Licence holders shall not exercise the privileges of their licence and related ratings or certificates, and student pilots shall not fly solo, at any time when they are aware of any decrease in their medical fitness. For further information please contact your Aero-Medical Examiner.

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4.0 MALTA NATIONAL PRIVATE PILOT LICENCE

4.1 Minimum Age

Minimum training age – 14 years

Minimum age for first solo flight – 16 years

Minimum age for licence application – 17 years

4.2 Period of Validity

Privileges and conditions:

- (a) The holder of the licence is entitled to fly as Pilot-in-Command of any aircraft listed herein for which a class rating is included in the licence.
- (b) The validity of the rating is 2 years.

4.3 Flight outside the Maltese Territory

The holder may not fly:

- (a) outside Maltese Territory except with the permission of TMCAD for the airspace in which the aircraft is being flown, or
- (b) in or over the territory of a Contracting State other than the Maltese Territory except in accordance with a permission granted by the TMCAD of that State.
- (c) Flight Schools may request an annual blanket permission from TMCAD and the Contracting State.

4.4 Prohibitions on flight in specified conditions

The holder may not fly:

- (a) any aircraft on a flight inside controlled airspace when the flight visibility is less than five (5) km;
- (b) any aircraft on a flight outside controlled airspace when the flight visibility is less than three (3) km;
- (c) any aircraft:
 - (i) on a special VFR flight; or
 - (ii) out of sight of the surface; or
 - (iii) at night; or
- (d) any aircraft in circumstances which require compliance with the Instrument Flight Rules.

4.5 Carriage of persons

The holder may not fly any aircraft:

- (a) if the total number of persons carried (including the pilot) exceeds two;
- (b) when carrying passengers unless within the preceding ninety (90) days the holder has made at least three take-offs and three landings as the sole manipulator of the controls of an aircraft of the same class as that being flown;
- (c) unless the holder of a licence has recorded in their personal flying logbook, a minimum of ten (10) hours as PIC of any such aircraft, and the hours must be certified as correct by a TMCAD authorised Flight Examiner/or the TMCAD Flight Inspector General Aviation.

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4.6 Training course

An applicant for a Malta NPPL shall complete a training course conducted at a Training Organisation (ATO/DTO) or Flight School (FS) approved by the TMCAD.

The course shall include theoretical knowledge and flight instruction appropriate to the privileges given. The course content must be approved by TMCAD (see Appendix A and B). For other contact the Personnel Licensing Office at TMCAD.

4.6.1 Flight Training Requirements

The Class Rating can be issued with either of the below options:

- (i) *Unrestricted* without Operational Limitations
or
- (ii) *Restricted* with Operational Limitations.

The minimum flight training required for a NPPL with a Class or Type Rating without Operational Limitations is:

- (i) Minimum total flight time under instruction 25 hours including:
 - (a) Minimum dual instruction 15 hours
 - (b) Minimum flight time solo 10 hours
 - (c) Minimum total navigation flight time 5 hours
 - (d) Minimum solo navigation flight time* 3 hours

**The solo navigation shall include a solo cross country flight of a minimum of 185.2 km (100NM) during which full stop landings at 2 aerodromes different from the aerodrome of departure have been made.*

The minimum flight training required for a NPPL with a Class Rating with Operational Limitations is:

- (i) Minimum total flight time under instruction 15 hours including:
 - (a) Minimum dual instruction 8 hours
 - (b) Minimum flight time solo 7 hours

The privileges for a NPPL holder Restricted are as follows:

1. The licence is valid for flights over Malta only;
2. The pilot may not carry a passenger;
3. The pilot may not fly with a cloud base less than 1000 feet above ground level or with less than 10 kilometres visibility, and
4. The pilot may not fly further than gliding distance of the Maltese coastline.

The applicant shall pass a General Skill Test (GST) (General Skill Test (GST)) with a TMCAD authorised Flight Instructor. The flight time of the General Skill Test (GST) can count towards the minimum total flight time required to obtain the Malta NPPL but not towards the solo minimum time.

The minimum solo flight time and all the navigation flight training must be carried out within twenty-four (24) months immediately prior to applying for the licence.

The General Skill Test (GST) must be carried out within six (6) months immediately prior to applying for the licence.

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4.6.2 Theoretical Training Requirements

The TMCAD approved syllabus shall include the following common objectives:

- (i) Air Law,
- (ii) Principles of Flight,
- (iii) Meteorology,
- (iv) Navigation,
- (v) Human Factors,
- (vi) Communications, and
- (vii) Aeroplane Class or Type oral examination conducted by the authorised Examiner as part of the General Skill Test (GST). The test covers Operational Procedures, Flight performance and planning, and Aircraft general knowledge.

The applicant must have demonstrated knowledge of the subject matter by passing examinations in all subjects. The applicant shall have:

- (i) successfully completed the written and practical examinations in Flight Radiotelephony Operations (FRTO) with a TMCAD authorised FRTO Licence Examiner
- (ii) achieved an ICAO Level 4 or above in English Language Proficiency (ELP) with a TMCAD authorised English Language Proficiency Assessor.

The following requirements must be met before a student can fly solo.

- 1) Local pre-solo:
 - (i) Pass TMCAD theory examinations in Air law and Communications.
 - (ii) Pass the practical FRTO conducted by an Examiner authorised by TMCAD.
 - (iii) Pass the English Language Assessment to at least Level 4 of the ICAO Language Proficiency Rating Scale conducted by a Language Proficiency Assessor authorised by TMCAD.
- 2) Cross-country pre-solo
 - (i) Pass in all theory examinations.
 - (ii) Pass the practical FRTOL test conducted by an examiner authorised by TMCAD.
 - (iii) Pass the English Language Assessment to at least Level 4 of the ICAO Language Proficiency Rating Scale conducted by a Language Proficiency Assessor authorised by TMCAD.

An applicant shall demonstrate knowledge of the aircraft class used for the General Skill test. This examination is an oral examination and must be conducted by a TMCAD authorised Flight Examiner. The examination is conducted at the same time as the General Skill Test (GST) by the same Examiner.

4.6.3 Applying for a licence

An application for a Malta National Private Pilot Licence with a Class or Type rating shall be made on the TMCAD Malta NPPL Licence application form and submitted to the TMCAD Personnel Licensing office.

4.6.4 Removal of the Operational Limitations from a Malta NPPL Class or Type Rating

To remove operational limitation:

- (i) the holder must have completed at least 25 hours of total flying in Annex I aircraft, and
- (ii) at least 10 hours solo flying in Annex I aircraft.

Experience must be certified in the applicant's personal flying logbook by a TMCAD authorised Flight Examiner and the Limitation ceases to apply from that time. To remove Limitations 3 and 4 of section 9.1 the holder must have completed at least 25 hours of total flying as PIC with at least 10 hours solo flying, navigation training required by the Flight School or Training Organisation as approved by TMCAD within the twenty-four (24) month period immediately prior to applying to have the limitations removed. Application to have Limitations 3 and 4 removed must be made by submitting the TMCAD Malta NPPL Licence application form to the TMCAD Personnel Licensing office.

5.0 FLIGHT EXAMINERS & FLIGHT INSTRUCTORS (AEROPLANE)

5.1 Vested interest

Examiners shall not conduct:

(a) skill tests or assessments of competence of applicants for the issue of a licence, rating, or certificate to whom they have provided more than 25 % of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence (AoC) is being taken; and

(b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

5.2 Flight Examiner's rating FE (A)

A Malta NPPL Flight Examiner's Microlight rating NPPL FE (A) entitles the holder of the licence to carry out the skill test required to fly an Annex I aeroplane.

An assessment of competence (AoC) shall be carried out by TMCAD Flight Inspector General Aviation or a TMCAD authorised Examiner.

A Flight Examiner must have logged at least 1000 hours as Pilot-in-Command on Microlights, including 600 hours as an instructor and when examining in Malta, 100 hours in the local area, before being approved by TMCAD to attend the Flight Examiner Standardisation Seminar.

For an initial application, a police/criminal record not older than 3 months shall be submitted to TMCAD.

5.2.1 Examiner Renewal or Revalidation

The Examiner shall pass an assessment of competence (AoC) to demonstrate the ability to examine a student pilot to the level required for the issue of the relevant licence, rating, or certificate. The assessment of competence (AoC) must be carried out on the same class or type of aircraft used for the flight examination by the TMCAD Flight Inspector General Aviation or a TMCAD authorised Examiner.

5.3 Flight Instructor's rating FI (A)

A Flight Instructor's Aeroplane rating FI (A) entitles the holder of the licence to give instruction in flying Annex I aeroplanes.

A Flight Instructor must have logged at least 100 hours as Pilot-in-Command on Aeroplanes, including 20 hours in the local area, before being approved by TMCAD.

5.3.1 Assistant Flight Instructor AFI (A)

A Malta NPPL Assistant Flight Instructor Aeroplane rating NPPL AFI (A) entitles the holder of the licence to give instruction in flying Aeroplanes.

- (a) Such instruction must only be given under the supervision of a Flight Instructor present during the take-off and landing at the aerodrome at which the instruction is to begin and end, and holding a pilot's licence endorsed with a Flight Instructor's rating entitling that person to instruct on aircraft with the same type of control system as the aircraft on which instruction is being given.
- (b) A Malta NPPL Assistant Flight Instructor Aeroplane rating NPPL AFI (A) shall not have the privilege to authorise student pilots to conduct:
 - (i) first solo flight; or
 - (ii) first solo cross-country flight.

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An Assistant Flight Instructor must have logged at least 100 hours on Microlights as Pilot-in-Command, including 20 hours in the local area, before being approved for the training course.

5.3.2 Training course for an NPPL Assistant Flight Instructor AFI

An applicant for a Malta NPPL Assistant Flight Instructor Aeroplane rating NPPL AFI (A) shall complete a training course approved by the TMCAD. The training shall be conducted at a Training Organisation or Flight School approved by the TMCAD. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given. The candidate shall receive instruction from a TMCAD authorised Microlight Flight Instructor and must have passed a final check with a TMCAD authorised Flight Examiner or TMCAD Flight Inspector General Aviation.

5.3.3 Assistant Flight Instructor to Flight Instructor

Restriction shall be removed when the instructor has completed 100 hours of flight instruction under-supervision of an unrestricted flight instructor.

5.3.4 Instructor Renewal or Revalidation

The instructor shall pass an assessment of competence (AoC) to demonstrate the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating, or certificate. The assessment of competence (AoC) must be carried out on the same class or type of aircraft used for the flight instruction an appropriately qualified examiner.

5.4 Validity Flight Instructor and Flight Examiner

For initial issue or renewal, the certificate shall be issued by TMCAD for 3 years from the end of month of the date of the assessment of competence.

For revalidation, if the assessment of competence was conducted within 90 days from its expiry date, the certificate shall be issued for a further 3 years starting from the date of the previous expiry date.

If the assessment of competence was conducted more than 90 days from the expiry date, the certificate shall be issued for 3 years from the end of month of the date of the assessment of competence.

6.0 AEROPLANE MICROLIGHT LAND

6.1 Aeroplane Land Rating Revalidation Requirements

The period of validity of an Aeroplane Land Rating shall be of 2 years.

For revalidation of an Aeroplane Land Rating the applicant shall:

- (a) within 3 months preceding the expiry of the rating pass a Proficiency Check with an TMCAD authorised Aeroplane Flight Examiner; or
- (b) within the 12 months preceding the expiry date of the rating complete 12 hours of flight time in the relevant class including:
 - (i) 6 hours Pilot-in-command;
 - (ii) 12 take offs and 12 landings, and
 - (iii) an instructional flight of at least 1 hour of total flight time in the relevant class with a TMCAD authorised Aeroplane Flight Instructor.

Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

6.2 Renewal Requirements

If less than 5 years have elapsed since the expiry of an Aeroplane Land Rating, the applicant shall take the following steps:

- (a) attend refresher training with an Aeroplane Flight Instructor to reach the level of proficiency necessary to safely operate the aeroplane. The amount of refresher training needed should be determined on a case-by-case basis by the Flight School or Training Organisation based on:
 - (i) the experience of the applicant;
 - (ii) the amount of time elapsed since the privileges of the rating were last used; and
 - (iii) whether the applicant has a current rating on another aircraft type or class;

and

- (b) undertake a General Skill Test (GST) with a TMCAD authorised Aeroplane Flight Examiner before they resume the exercise of the privileges of their rating.

After successful completion of the training, the Flight School or Training Organisation, as applicable, shall issue the applicant with a training completion certificate, describing the evaluation of the factors listed in (a) above, the training received, and a statement that the training has been successfully completed.

The training completion certificate shall be presented to the examiner prior to the General Skill Test (GST). Following the successful renewal of the rating, the training completion certificate and the examiner report form should be submitted to the TMCAD.

If rating has expired for more than 5 years the pilot must undergo refresher training, pass a General Skill Test (GST) and an oral examination covering Aircraft General.

7.0 AEROPLANE MICROLIGHT SEA (Seaplane)

7.1 Additional requirements

To operate a Seaplane in Malta the pilot must meet the requirements of Section 10, and must:

- (a) hold a Nautical Licence issued by Transport Malta.
- (b) undergo a minimum of five (5) hours seaplane training with a TMCAD authorised Seaplane Flight Instructor. One of the hours must be a General Skill Test (GST) flown with a TMCAD authorised Microlight Seaplane Examiner. The holder's experience must be certified in their personal flying logbook by the Flight Instructor/Examiner.

7.2 Seaplane Rating Revalidation Requirements

The period of validity of a Seaplane Rating shall be of 2 years.

For revalidation of a Seaplane Rating the applicant shall:

- (a) within 3 months preceding the expiry of the rating pass a Proficiency Check with an TMCAD authorised Seaplane Flight Examiner; or
- (b) Within the 12 months preceding the expiry date of the rating complete 12 hours of flight time in the relevant class including:
 - (i) 6 hours Pilot-in-command;
 - (ii) 12 water take-offs and 12 landings; and
 - (iv) an instructional flight of at least 1 hour of total flight time in the relevant class with a TMCAD authorised Seaplane Flight Instructor.

Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

Pilots who hold both the Land and Seaplane rating may log the necessary flight experience hours on one Class and pass the instructional flight on another. At least two hours of the total experience hours must be on the same type of Class as that used for the Instructional flight. The proficiency check shall be performed each time on a different Class.

7.3 Renewal Requirements

If less than 5 years have elapsed since the expiry of a Seaplane Rating, the applicant shall take the following steps:

- (a) attend refresher training with a Seaplane Flight Instructor to reach the level of proficiency necessary to safely operate the Microlight. The amount of refresher training needed should be determined on a case-by-case basis by the Flight School or Training Organisation based on:
 - (i) the experience of the applicant;
 - (ii) the amount of time elapsed since the privileges of the rating were last used; and
 - (iii) whether the applicant has a current rating on another aircraft type or class;and
- (b) undertake a General Skill Test (GST) with a TMCAD authorised Seaplane Examiner before they resume the exercise of the privileges of their rating.

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After successful completion of the training, the Flight School, or Training Organisation, as applicable, shall issue the applicant with a training completion certificate, describing the evaluation of the factors listed in (a) above, the training received, and a statement that the training has been successfully completed.

The training completion certificate shall be presented to the examiner prior to the General Skill Test (GST). Following the successful renewal of the rating, the training completion certificate and the examiner report form should be submitted to the TMCAD.

If rating has expired for more than 5 years the pilot must undergo refresher training, pass a General Skill Test (GST) and an oral examination covering Aircraft General.

8.0 HELICOPTERS AND VTOL AIRCRAFT

8.1 Helicopter or VTOL Rating Revalidation

The Helicopters referred to in this section are Microlight Helicopters.

The period validity of a Helicopter or VTOL Rating shall be of 1 year.

Holders of a Helicopter or VTOL Rating shall only exercise the privileges of their licence on a specific type when they have completed a course of training on Helicopters or VTOL aircraft of that specific type in the last 12 months:

- a) Within 3 months preceding the expiry of the rating pass a Proficiency Check on the specific type with a TMCAD authorised Helicopter Flight Examiner or VTOL Flight Examiner and;
- b) Complete at least 2 hours as a Pilot-in-command of the relevant type within the validity period of the rating. The duration of the Proficiency Check may be counted towards the 2 hours.
- c) When applicants hold more than one type, they may achieve revalidation of all relevant types by completing the Proficiency Check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period. The proficiency check shall be performed each time on a different type.

An applicant who fails to achieve a pass in all sections of a Proficiency Check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the Proficiency Check has been achieved. In case where an applicant holds more than 1 type rating, the privileges shall not be exercised in any of the types.

8.2 Renewal Requirements

If less than 5 years have elapsed since the expiry of a Helicopter or VTOL Rating, the applicant shall take the following steps:

- (a) attend refresher training with a Helicopter or VTOL Flight Instructor to reach the level of proficiency necessary to safely operate the aircraft. The amount of refresher training needed should be determined on a case-by-case basis by the Flight School or Training Organisation based on:
 - (i) the experience of the applicant;
 - (ii) the amount of time elapsed since the privileges of the rating were last used; and
 - (iii) whether the applicant has a current rating on another aircraft type or class;
- and
- (b) undertake a General Skill Test (GST) with a TMCAD authorised Helicopter or VTOL Examiner before they resume the exercise of the privileges of their rating.

After successful completion of the training, the Flight School or Training Organisation, as applicable, shall issue the applicant with a training completion certificate, describing the evaluation of the factors listed in (a) above, the training received, and a statement that the training has been successfully completed.

The training completion certificate shall be presented to the examiner prior to the General Skill Test (GST). Following the successful renewal of the rating, the training completion certificate and the examiner report form should be submitted to the TMCAD.

If rating has expired for more than 5 years the pilot must undergo refresher training, pass a General Skill Test (GST) and an oral examination covering Aircraft General.

9.0 FLIGHT EXAMINERS & FLIGHT INSTRUCTORS (HELICOPTER)

9.1 Vested interest

Examiners shall not conduct:

(a) skill tests or assessments of competence of applicants for the issue of a licence, rating, or certificate to whom they have provided more than 25 % of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence (AoC) is being taken; and

(b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

9.2 Flight Examiner's rating FE (H)

A Malta NPPL Flight Examiner's Microlight rating NPPL FE (H) entitles the holder of the licence to carry out the skill test required to fly an Annex I Helicopter.

An assessment of competence (AoC) shall be carried out by TMCAD Flight Inspector General Aviation or a TMCAD authorised examiner.

A Flight Examiner must have logged at least 1000 hours as Pilot-in-Command on Helicopters, including 200 hours as an instructor and when examining in Malta, 50 hours in the local area, before being approved by TMCAD to attend the Flight Examiner Standardisation Seminar.

For an initial application, a police/criminal record not older than 3 months shall be submitted to TMCAD.

9.2.1 Examiner Renewal or Revalidation

The examiner shall pass an assessment of competence (AoC) to demonstrate the ability to examine a student pilot to the level required for the issue of the relevant licence, rating, or certificate. The assessment of competence (AoC) must be carried out on the same class or type of aircraft used for the flight examination by the TMCAD Flight Inspector General Aviation or a TMCAD authorised Examiner.

9.3 Flight Instructor's rating FI (H)

A Flight Instructor's Helicopter rating FI (H) entitles the holder of the licence to give instruction in flying Annex I Helicopters.

A Flight Instructor must have logged at least 50 hours as Pilot-in-Command on Helicopters, including 10 hours in the local area, before being approved by TMCAD.

9.3.1 Assistant Flight Instructor rating AFI (H)

A Malta NPPL Assistant Flight Instructor Helicopter rating NPPL AFI (H) entitles the holder of the licence to give instruction in flying Helicopters.

- (a) Such instruction must only be given under the supervision of a Flight Instructor present during the take-off and landing at the aerodrome at which the instruction is to begin and end, and holding a pilot's licence endorsed with a Flight Instructor's rating entitling that person to instruct on aircraft with the same type of control system as the aircraft on which instruction is being given.
- (b) A Malta NPPL Assistant Flight Instructor Helicopter rating NPPL AFI (H) shall not have the privilege to authorise student pilots to conduct:
 - (i) first solo flight; or
 - (ii) first solo cross-country flight.

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An applicant for a Flight Instructor Restricted must have logged at least 50 hours on Helicopters as Pilot-in-Command, including 10 hours in the local area, before being approved for the training course.

9.3.2 Training course for an Assistant Flight Instructor

An applicant for an Assistant Flight Instructor rating shall complete a training course approved by the TMCAD. The training shall be conducted at a Training Organisation or Flight School approved by TMCAD. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given. The candidate shall receive instruction from a TMCAD authorised Microlight Flying Instructor and must have passed a final check with a TMCAD authorised Flight Examiner or TMCAD Flight Inspector General Aviation.

9.3.3 Assistant Flight Instructor to Flight Instructor

Restriction shall be removed when the instructor has completed 100 hours of flight instruction under-supervision.

9.3.4 Instructor Renewal or Revalidation

The instructor shall pass an assessment of competence (AoC) to demonstrate the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating, or certificate. The assessment of competence (AoC) must be carried out on the same class or type of aircraft used for the flight instruction an appropriately qualified examiner.

9.4 Validity Flight Instructor and Flight Examiner

For initial issue or renewal, the certificate shall be issued by TMCAD for 3 years from the end of month of the date of the assessment of competence.

For revalidation, if the assessment of competence was conducted within 90 days from its expiry date, the certificate shall be issued for a further 3 years starting from the date of the previous expiry date.

If the assessment of competence was conducted more than 90 days from the expiry date, the certificate shall be issued for 3 years from the end of month of the date of the assessment of competence.

10.0 DIFFERENCES TRAINING

10.1 General

The differences training must be given by a TMCAD authorised Flight Instructor entitled to instruct on the Class/Type on which the training is being given, recorded in the holder's personal flying logbook and endorsed by the instructor conducting the training.

10.2 Where Differences are Required

Differences are required for different Category, Class and Type of aircraft, and if the Category, Class and Type has:

- (a) three axis controls and the holder's previous training and experience has only been in an flexwing/ weightshift control aeroplane or Powered Parachute.
- (b) flexwing/ weightshift controls or is a Powered Parachute and the holder's previous training and experience has only been in an aircraft with three axis controls.

or

If the aircraft is:

- (c) a VTOL aircraft and the holder's previous training and experience has only been on helicopters or aeroplanes,
- and
- (d) an aeroplanes or helicopter and the holder's previous training and experience has been on VTOL aircraft.

10.3 ICAO and Part-FCL Single Engine Privileges to the National Private Pilot Licence Privileges.

An ICAO or Part-FCL licence with single-engine piston aeroplane privileges is not deemed to be rendered valid for a Malta National Private Pilot Licence unless the holder of the licence has undergone differences training on the appropriate Class/Type. TMCAD shall determine the amount of training required which depends on the Class/Type, pilot total experience and pilot recent experience.

10.4 Aeroplane Differences Training for LAPL (A) or PPL (A) Flight Instructors applying to instruct on Annex I aircraft.

The holder of a Flight Instructor Rating issued in accordance with Part-FCL with the privileges to instruct towards the Private Pilot Licence (PPL) Aeroplanes and/or Light Aircraft Pilot Licence (LAPL) Aeroplanes will require differences training on Annex I aircraft before being approved by TMCAD to instruct on Annex I aircraft. An instructor must have logged at least 10 hours on the Annex I aircraft to be used for the flight training, including 2 hours in the local area, before giving instruction on the aircraft.

10.5 Aeroplane Differences Training for Malta NPPL Instructors applying to instruct on other Annex I aeroplanes.

The holder of an NPPL Flight Instructor Rating issued by TMCAD with the privileges to instruct towards the Malta National Private Pilot Licence (A) Aeroplanes or (H) Helicopters shall require differences training on other Annex I Aeroplanes or Helicopters before being able to exercise Instructor Privileges on that Category, Class, and Type of aircraft.

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10.6 Helicopter Training for LAPL (H) or PPL (H) Flight Instructors.

The holder of a Flight Instructor Rating issued in accordance with Part-FCL with the privileges to instruct towards the Private Pilot Licence (PPL) Helicopters and VTOL aircraft and/or Light Aircraft Pilot Licence (LAPL) Helicopters and VTOL aircraft will require type training on the particular Helicopter before being approved by TMCAD to instruct on those Helicopter or VTOL aircraft.

An instructor must have logged at least 10 hours on Helicopters or VTOL aircraft in the local area, 2 hours in the local area, before giving instruction on Microlight Helicopter aircraft.

10.7 Aeroplane or Helicopter Privileges to VTOL aircraft Privileges.

An Aeroplane or Helicopter licence is not deemed to be rendered valid for a VTOL aircraft unless the holder of the licence has undergone differences training.

The holder of any Aeroplane or Helicopter licence applying to obtain a Malta NPPL rated for VTOL aircraft shall write to TMCAD for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually.

10.8 Aeroplane Differences Training for LAPL (A) or LAPL (H) or PPL (A) or PPL (H) Flight Instructors applying to instruct on VTOL aircraft.

The holder of a Flight Instructor Rating issued in accordance with Part-FCL with the privileges to instruct towards the Private Pilot Licence (PPL) Aeroplane or Helicopters and/or Light Aircraft Pilot Licence (LAPL) Aeroplane or Helicopters will require differences training on VTOL aircraft before being able to exercise Instructor Privileges.

The holder of any Aeroplane or Helicopter Instructor applying to instruct on VTOL aircraft shall write to TMCAD for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually.

10.9 Electric and Hybrid-electric powered aircraft

Pilots intending to fly Electric and/or Hybrid-electric powered aircraft must undergo at least one hour of differences training with a TMCAD authorised Flight Instructor entitled to instruct in such aircraft. The training must be recorded in the holder's personal flying logbook and endorsed by the instructor conducting the training.

10.9.1 Electric or Hybrid-electric powered aircraft Flight Instructors

The holder of a Flight Instructor Rating issued by TMCAD with the privileges to instruct towards the Malta National Private Pilot Licence will require differences training on Electric or Hybrid-electric powered aircraft before being approved by TMCAD to instruct on Electric or Hybrid-electric powered aircraft. The training shall be approved by TMCAD.

The training will include 2 hours in the local area, before giving instruction on such aircraft.

10.9.2 VTOL, Electric or Hybrid-electric powered Flight Examiner's rating

A VTOL, Electric or Hybrid-electric powered Flight Examiner's rating (NPPL) entitles the holder of the licence to carry out the General Skill Test (GST) and Proficiency Check required to fly such Annex I aircraft. A separate rating is required to instruct of Annex I Helicopters and Aeroplanes.

A Flight Examiner must have logged at least 5 hours on the aircraft before carrying out the skill test.

11.0 CROSS CREDITING

11.1 Credit – NPPL (Microlight) A & H to other Annex I Single-Engine Piston A & H (2,000 kg)

The holder of a valid TMCAD issued Malta NPPL A or H (Microlight) applying for a (SEP) Single-Engine Piston (Land) or (Sea) NPPL Rating shall:

- (i) Submit copy of TMCAD issued Pilot Licence;
- (ii) Carry out three (3) training flights totalling three (3) hours;
- (iii) Pass the SEP Aircraft General oral examination conducted by a TMCAD authorised Flight Examiner, and
- (iv) Pass a Skill Test in a SEP aircraft.

Such training may be carried out on:

- (i) Certified aircraft, and/or
- (ii) Annex I permit to fly aircraft

11.2 Credit – LAPL and/or Malta NPPL to any other category

The holder of any licence issued by TMCAD applying for a Malta NPPL on another aircraft category should write to TMCAD for advice on the specific requirements for licence conversion and training requirements. These requirements will be determined by the holder's experience and will be assessed individually.

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12.0 VALIDATION OF FOREIGN NPPL (Aeroplane, Helicopter or other Annex I Pilot Licenses)

The holder of a licence issued by an ICAO Contracting State applying for a Malta NPPL shall write to TMCAD for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually.

Furthermore, the applicant shall:

- (i) Pass the Malta NPPL Theoretical examinations in Aviation Law and Human performance,
- (ii) Pass the practical FRTOL test conducted by an examiner authorised by TMCAD,
- (iii) English Language Proficiency Level 4 or above, and
- (iv) NPPL General Skill Test (GST) in an Annex I aircraft.

Annex I Aeroplane Type oral examination conducted by the authorised examiner as part of the General Skill Test (GST). The test covers Operational Procedures, Flight performance and planning, and Aircraft general knowledge.

Note:- this examination shall include pilot maintenance requirements and conditions of the permit to fly.

13.0 LIMITATIONS OF THE NATIONAL PERMIT TO FLY

- (a) An aircraft flying in accordance with a National permit to fly must not fly:
 - (i) For the purpose of public transport or commercial air transport; and
 - (ii) Without the permission of TMCAD.
 - (iii) At night or in accordance with Instrument Flight Rules; or
 - (iv) For hire.
- (b) A placard must be affixed to any aircraft flying in accordance with a permit to fly in full view of the occupants which must be worded as follows:

Warning to Occupants

This aircraft has not been certified to International Requirements

13.1 Flight for purpose of commercial air transport, public transport and aerial work

The holder may not fly any such aircraft for the purpose of commercial air transport, public transport or aerial work, except for aerial work which involves solely flight instruction, provided the licence includes a Flight Instructor's rating or a Flight Instructor Restricted rating as approved by TMCAD.

13.2 Operations

- (a) Operations of Annex I aircraft from a landing strip may be approved under the following conditions:
 - (i) the pilot must have a permit in writing from the landowner;
 - (ii) the pilot must notify the Director General TMCAD of the intended take-off and landing site, 30 days in advance of planned flight, and receive approval in writing;
- (b) the pilot must make certain that operations are within the capability of the aircraft being flown as defined by the Pilot Operating Handbook (POH).
- (c) Operations of Annex I aircraft from the sea may be approved under the following conditions:
 - (i) the pilot must notify the Harbour Master for operations from within any harbour; 30 days in advance of planned flight, and receive approval in writing;
 - (ii) the pilot must notify the Director General TMCAD of the intended alighting site and receive approval. The approval may be an annual blanket approval;
 - (iii) the pilot must make certain that operations are within the capability of the aircraft being flown as defined by the Pilot Operating Handbook (POH).

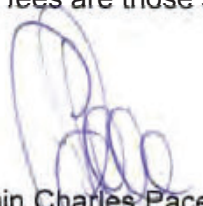
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14.0 FEES

Issue or renewal of a National Private Pilot Licence restricted	€ 80
Issue or renewal of a National Private Pilot Licence unrestricted	€ 40
Addition of a class or type rating	€ 80
Issue and renewal of a NPPL flight instructor rating	€ 120
Issue and renewal of a NPPL assistant flight instructor rating	€ 80
Issue and renewal of a NPPL examiner rating	€ 120

Other fees are those stated in the Regulatory Instrument number 01.



Captain Charles Pace
Director General
Civil Aviation Directorate
Transport Malta

APPENDIX A

AEROPLANES & HELICOPTERS - GROUND TRAINING SUBJECTS

Human Factors

Decision Making

- Situational Awareness
- The Memory
- Perception and Decision Making
- Attitude Types, Pressures, and their Risks
- Risk (Threat) Assessment and Management
- Error Management

Pilot Competence

- Maintaining Skills
- Developing Skills

Physiology – Effects of Flight and How our Body Works

- Oxygen and the Composition of the Atmosphere
- Effects of Pressure
- Effects of Temperature
- Vision and Limitations of the eye
- Visual Illusions
- Hearing
- Spatial Disorientation
- Fatigue
- Nutrition and Hydration
- Common Ailments
- Other Considerations
- Toxic Hazards
- Stress
- IMSAFE - Pre-flight Basic Fitness Assessment Checklist

First Aid

- Procedures following an Accident

Aerotechnical

Principles of Flight

- Aerofoils, Lift and Drag
- The four Forces and Equilibrium
- The Stall (Aeroplanes only)
- The Spin (Aeroplanes only)
- The Tumble (Flexwing aircraft only)
- Flight Limitations/Envelope
- Weight and Balance
- Flying Controls
- Stability
- The Autorotation (Helicopters only)
- Aerofoil types (Helicopters only)
- Airflow and reactions in the rotor disc (Helicopters only)
- Powered and hovering flight (Helicopters only)

Aircraft Performance

- General
- Effects on Performance

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- Take off and Landing Performance Calculations
- Aircraft General
 - Aircraft Structure
 - The Internal Combustion Engine
 - Electrical Systems
 - Ignition Systems
 - Fuel Systems
 - Carburettors
 - Fuel Injection Systems
 - Exhaust System
 - Oil System
 - Engine Cooling
 - Reduction Gear
 - The Propeller (Aeroplanes only)
 - The Main Rotor (Helicopters only)
 - The Tail Rotor (Helicopters only)
 - Other Propulsion Systems
 - Landing gear
- Instruments
 - Pressure Instruments
 - Magnetic Compass
 - Engine Instruments
- Safety Equipment
- Maintenance, Modifications and Repair
- Airlaw
 - Structure of Governance
 - Authorities
 - Aeronautical Information
- Aircraft
 - Classification
 - Documentation
 - permit to fly
 - Airworthiness
 - Equipment to be Carried
 - Avionics
- Licensing
 - The NPPL
- Flight Radio Telephony Operator's Licence
 - Maintaining Licence Privileges
 - Medical Certification
- Pilot-in-command Responsibilities
 - General
 - Offences
 - Airspace Infringements
 - Flight Operations
 - Accident Procedures
- Visual Flight Rules

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Altimeter Settings

Rules of the Air

Air Traffic Rules and Services

Classification of Airspace

Airspace Types

Restrictions and Hazards

Air Traffic Services

Aerodrome Procedures

International Flight

Flight Plans

Search and Rescue

Aviation Meteorology

The Atmosphere

Temperature, Pressure and Density

Pressure Distribution

Wind

Humidity

Stability

Clouds and Precipitation

Air Masses

Fronts

Visibility

Hazardous Weather Conditions

Icing

Thunderstorms

Other

Navigation

Mapping on the Earth's Surface

Using Magnetic Compass

Planning – Calculations

Charts

Chart Topography and Aeronautical Information

Flight Planning

Using the Chart

Use of GPS Enabled Devices

Features and Operational Benefits

Potential Operational Limitations

APPENDIX B

AEROPLANES AND HELICOPTERS - FLYING COURSE SYLLABUS

PHASE 1 Familiarisation Exercises and Foundation

- Air Experience – The First Lesson
- Aircraft Familiarisation
- Preparation for Flight and Action After
- Effects of Control
- Taxiing

PHASE 2 Straight and Level Flight

- Basic Climbing and Descending
- Performance Climbing and Descending
- Turning Flight
- Climbing and Descending

PHASE 3 Slow Speed Handling

- Critically Slow Airspeed (Aeroplanes only)
- Stalling and Spin Avoidance (Aeroplanes only)
- Hovering and Forward flight (Helicopters only)

PHASE 4 Take-off, Landing and Circuit Flying

- Circuit Training
- Advanced Take-off and Landing Techniques

PHASE 5 Advanced Handling

- Advanced Turning
- Unusual Attitudes (Aeroplanes only)

PHASE 6 Forced Landings

- Precautionary Landings
- Slope and Confined space Landings (Helicopters only)
- Operation at Minimum Level
- Action in the Event of Fire
- Systems Failures

PHASE 7 Solo Flying

- First Solo
- Solo Circuit, Local Area Orientation & General Handling Consolidation

PHASE 8 VFR Navigation

- Pre-Flight Planning
- En-Route Navigation, Departure & Arrival Procedures
- Navigation at Minimum Level and/or Deteriorating Conditions
- Unsure of Position & Lost Procedures

PHASE 9 Preparation for the General Skills Test and Ground Oral Exam

- Dual Revision for General Skill Test (GST)
- Revision for the Aeroplane Technical Part 2 (Ground Oral) Exam
- Revision for the Helicopter Technical Part 2 (Ground Oral) Exam
- Documentation Review