

Civil Aviation Directorate

Malta Transport Centre, Triq Pantar, Hal Lija, LJA 2021 Malta Tel: +356 2555 5000 Fax: +356 21239278 info.tm@transport.gov.mt www.transport.gov.mt

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

Instrument No.:	005/2024
Title	Procedure for approval of a Maltese National Licence Flight School
Date of Entry into Force:	01 September 2024
Version:	1

This Regulatory Instrument is intended to give information to Maltese National Licence Flight Schools for approval to train for the Issue of the Maltese National Private Pilot licence.

1.0 INTRODUCTION

The Malta Air Navigation Act, as amended, details the rules for the licensing of aircrew subject to Maltese flying regulation. This Regulatory Instrument contains information with regards to the approval of Flight Schools and National Private Pilot licensing of pilots including courses of training. This document is legally binding in accordance with the Malta ANA.

1.1 Purpose of this Document

The document has been established to serve the following purposes:

- Give guidance to new organisations to ensure that an application made for the initial approval of a Maltese National Licence Flight School will satisfy Malta Air Navigation Act (ANA) requirements
- Give guidance of administrative arrangements and legal matters particular to Malta
- Ensure the process and procedures are understood by the organisation TMCAD regulates and to ensure continued compliance

1.2 General

All organisations offering courses to which information in this document relates must be approved as a Maltese National Licence Flight School. Organisations seeking approval are to be in possession of the latest version of Malta ANA, Regulatory Instruments and related Notices (readily available online via TM website).

1.3 Who can apply

An organisation must be an entity in order to provide training for the issue or renewal of Malta National Private Pilot's licences (Annex I aircraft only refer to Malta National Private Pilot Licence Regulatory Instrument No.4 Section 1.2) and the associated ratings (e.g. sea, land). The organisation may be an Approved Training Organisation, Declared Training Organisation and/or Flight School.

Organisations applying to conduct pilot training for a Maltese NPPL must have their principal place of business located in Malta.

2.0 PREPARATION FOR INITIAL APPROVAL OR VARIATION TO AN EXISTING APPROVAL

2.1 Prior to Application

The following information should be considered prior to application:

- (1) The organisation must first determine which ratings it will be teaching
- (2) Where training is conducted at multiple locations, all sites will be subject to approval and oversight of TMCAD (included contracted organisations).

2.2 Applying

The process flow chart in Appendix A should be followed for the initial application. In detail guidance shall be provided by TMCAD PEL department upon application. Prior to providing any of the training, an organisation intending to provide such training shall submit a declaration to TMCAD. The declaration shall contain at least the information in the Declaration form TM/CAD/0407.

2.3 Fees

Fees and charges are stated in this Regulatory Instrument. These fees are payable upon application, thereafter a continuation charge is made annually.

2.4 Timescale

TMCAD shall acknowledge receipt of the declaration to the Flight School in writing within 20 working days.

2.5 Language

TMCAD will only approve courses and documentation in the English language.

2.6 Items Required for Submission for Initial Application

- (1) Application Form TM/CAD/407 completed and signed by the Flight School Representative
- (2) Organisation NPPL Manuals
- (3) Fee according to the ANA
- (4) Application Form/s TM/CAD/0408 completed and signed by the Flight School Representative
- (5) TMCAD completed checklists.

Additional Items Required

- (1) The manual shall contain a floor plan with dimensions and maximum number of students per room.
- (2) Training material, including Presentations, handouts, and if applicable any electronic access.

2.7 Nominated person/s

The key personnel in an organisation must be notified to TMCAD. See flow chart in Appendix A for documentation needed and the guidance below with regards to requirements for nominated person positions.

TMCAD interviews the representative of the Flight School and the Head of Training only.

The Representative of the Flight School

The Representative of the Flight School must:

- (1) ensure compliance of the Flight School and its activities with the applicable requirements;
- (2) develop and establish a safety policy which ensures that the Flight School's activities are carried out safely, ensure that the Flight School adheres to that safety policy and take the necessary measures in order to achieve the objectives of that safety policy;
- (3) promote safety within the Flight School, and
- (4) ensure the availability of sufficient resources within the Flight School so that the activities referred to in points (i), (ii) and (iii) can be carried out in an effective manner

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Head of Training

The requirements and qualifications for the Head of Training are that he/she must hold an NPPL Instructor Rating with 3 years instructional experience and preferably an NPPL Examiner Rating.

- (a) The HT should, with regard to the size and the training scope of the Flight School, possess sufficient managerial capabilities in order to discharge their responsibilities, and should:
- (1) in the case of a Flight School that provides training in aircraft, hold an unrestricted instructor certificate in accordance with the Malta Air Navigation Act with instructional privileges that are relevant to the training provided by the Flight School, including sufficient experience as necessary;
 - (2) in the case of a Flight School that provides theoretical knowledge training only, have appropriate experience in aviation and knowledge relevant to the training provided.
- (b) At a Flight School that provides training courses for different aircraft categories, the HT should be assisted by one or more nominated deputy HTs qualified in accordance with paragraph (a) and with regard to the other category or categories of aircraft;
- (c) The HT should supervise the progress of students, and
- (d) Supervise the deputy head or heads of training (if applicable).

The Flight School may designate a single person as its representative and its head of training.

Theoretical Knowledge Instructors

A Flight School shall ensure that its theoretical knowledge instructors have either of the following qualifications:

- (1) practical background in aviation in the areas relevant for the training provided and have undergone a course of training instructional techniques;
- (2) previous experience in giving theoretical knowledge instruction and an appropriate theoretical background in the subject on which they will provide theoretical knowledge instruction.

In order to ensure and monitor that instructors maintain their required qualification, Flight Schools shall keep a list of all theoretical knowledge instructors, including information on their instructional privileges as well as on the validity periods of their licences, ratings and certificates, including their medical certificates (if required for their duties).

Safety Manager

Flight Schools are considered non-complex. The Safety Manager must prove adequate knowledge of the Safety Management System. The Representative may be the Safety Manager.

2.8 Flight Instructors and Assistant Flight Instructors general requirements and pre-requisites

Reference for the requirements and pre-requisites for Flight Instructors can be found in the Malta National Private Pilot Licence Regulatory Instrument No.4.

In order to ensure and monitor that instructors maintain their required qualification, Flight Schools shall keep a list of all Flight and Assistant Flight instructors, including information on their instructional privileges as well as on the validity periods of their licences, ratings and certificates, including their medical certificates.

2.9 Flight Time Limitations

The Maltese National Flight School shall detail the flying duty periods and limitation of instructors and students.

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2.10 Records

Records shall be maintained in Malta (paper or electronic) and these shall be easily accessible for inspections, including any ad-hoc inspections.

- a) A Flight School shall keep for each individual student the following records throughout the training course and for three years after completion of the last training session:
 - (1) details of ground, flight and simulated flight training;
 - (2) information on individual progress;
 - (3) information on the licences and associated ratings relevant to the training provided, including expiry dates of ratings and medical certificates.
- b) A Flight School shall keep the report on the annual internal review and the activity report referred to in 4.8 of this document for three years from the date at which the Flight School established those reports.
- c) A Flight School shall keep its training programme for three years from the date at which it provided the last training course in accordance with that programme.
- d) A Flight School shall, in accordance with the applicable law on the protection of personal data, store the records referred to in point (a) in a manner that ensures protection by appropriate tools and protocols and take the necessary measures to restrict the access to those records to persons who are duly authorised to access them.

3.0 REVIEWS AND INSPECTIONS

3.1 Review of Flight School Manual and Supporting Documentation

Manuals put forward for initial approval and any amendments thereafter shall be in electronic format and submitted in the manner determined by TMCAD.

3.1.1 Content of Flight School Manuals

The below is guidance to what the manual content should include:

3.1.1.1 Management Manual content

The organisation shall have a management system that corresponds to the size and nature of the organisation. The procedures shall be included in a management manual or combined with the operations manual above, and shall include the following areas:

- Personnel roles and responsibilities
- Safety Management System Processes
- Compliance Monitoring Processes

3.1.1.2 Training Manual content

The training manual shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall address the following subjects:

- Training plan,
- Briefing and air exercises,
- Theoretical knowledge instruction
- Facility and Aerodromes

3.1.1.3 Operations Manual content

The operations manual shall provide relevant information to flight instructors, theoretical knowledge instructors, operations and maintenance personnel, and shall include the following sections:

- General
 - o Responsibilities of PIC (see point 3.1.1.3.1 for more information)
 - o Flight Time Limitations
- Technical
 - o Aircraft Handling
 - o Emergency Procedures
- Route
 - o Weather Minima
 - o Training Routes
 - o Performance
- Personnel Training
 - o Instructor Training and Standards

3.1.1.3.1 Responsibilities of Pilot-in-Command

Pilot-in-Command Responsibilities that shall be included in the Operations Manual shall include the below:

- The pilot-in-command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
- In an in-flight emergency requiring immediate action, the pilot-in-command may deviate from any rule of this part to the extent required to meet that emergency. The pilot-in-command is responsible to disseminate to the passenger/s all information on emergency and survival equipment prior to the flight.

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- The pilot-in-command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft. Responsibilities include the Operating limitations — all aircraft and weighing.
- The pilot-in-command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft. Responsibilities include the:
 1. Use of aerodromes and operating sites
 2. Specification of unlicensed aerodromes
 3. Departure and approach procedures
 4. Noise abatement procedures
 5. Fuel and oil supply - aeroplanes
 6. Fuel and oil supply - helicopters
 7. Student briefing
 8. Flight preparation
 9. Destination alternate aerodromes — aeroplanes
 10. Carriage of passengers
 11. Smoking on board — aeroplanes and helicopters
 12. Meteorological conditions
 13. Take-off conditions — aeroplanes and helicopters
 14. In-flight fuel management
 15. Approach and landing conditions — aeroplanes and helicopters

3.2 Inspection of Facilities

Prior to the approval an inspection of the facilities shall be conducted to ensure full compliance with the applicable requirements. When more than one facility is applied for then the inspection of some of these facilities may be conducted at a later stage after the Maltese National Flight School approval has been issued.

A Flight School shall have facilities in place allowing the performance and management of all its activities. The facilities shall comprise:

- (1) flight planning facilities providing access to at least:
 - (i) appropriate and current aviation maps and charts;
 - (ii) current aeronautical information service (AIS) information;
 - (iii) current meteorological information;
 - (iv) communications to air traffic control (ATC) (if applicable);
 - (v) any other flight-safety-related material;
- (2) adequate briefing facilities of sufficient size and number;
- (3) suitable office(s) to allow flight instructors to write reports on students, complete records and other related documentation, as appropriate;
- (4) suitable rest areas for instructors and students, where appropriate to the training task;
- (5) The flight operations accommodation listed may be replaced by other suitable facilities when operating outside aerodromes.

The following facilities for theoretical knowledge instruction should be available:

- (1) adequate classroom accommodation for the current student population;
- (2) suitable demonstration equipment to support the theoretical knowledge instruction;
- (3) suitable office(s) for the instructional personnel.

3.3 Inspection of Training

Once a Maltese NPPL Flight School approval is given, the organisation shall keep TMCAD informed of the first training planned at least 15 days before commencement of course and TMCAD has the authority to attend this training as part of the continuous review process.

When providing theoretical knowledge instruction, a Flight School may use on-site instruction or distance learning. When virtual instruction is used, PEL Notice 78 shall be adhered to.

A Flight School shall monitor and record the progress of any student undergoing theoretical knowledge instruction.

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4.0 CONTINUED OVERSIGHT

Once a Maltese NPPL Flight School has been issued with an approval it is subject to continued oversight of the administration, documentation, training and other areas required by TMCAD.

4.1 Oversight Planning Cycle

The frequency of the audit is based on a risk-based concept. Nevertheless, the first oversight inspection will be conducted after 12 months of the issue date of the Maltese National Licence Flight School. The Flight School will be notified of the audit dates at least 30 days prior to the audit.

4.2 Desk-top audits, Ad-hoc/ unannounced inspections

TMCAD may, at any point, conduct unannounced or adhoc inspections as required by the oversight programme.

Organisations shall provide full access to any documentation, records, equipment, aircraft and facilities which the Director may wish to inspect or examine. In this regard the interpretation of providing access to documentation for the of purpose of examining or inspecting data, may mean one or more of the below:

- (1) Onsite physical access to documents, records, data, a system, aircraft, facility, etc.
- (2) Direct access to a database or system through password access (NB: only viewing rights are required) for retrieval of data, documents, records, etc.
- (3) Submission to TMCAD, electronic or physical copies of the data, documents or records for an analysis to be conducted offsite.

The means of access to the above shall be agreed upon by TMCAD with the organisation. If access cannot be given a non-compliance shall be issued.

4.4 Changes to the organisation

A Flight School shall notify TMCAD without undue delay of the following:

- (1) any changes to the information contained in the declaration and to the training programme or programmes or the approved training manual or;
- (2) the cessation of some or all training activities covered by the declaration.

4.5 Procedure for Approval of Training Aircraft

The Representative of the Flight School is responsible for ensuring that the fleet of aircraft is suitable for the scope of training being conducted. Refer to Appendix B for items checked during an aircraft suitability Inspection. Documents to be carried on board are stated in Section 2 of Malta National Private Pilot Licence Regulatory Instrument No.4.

4.6 Aerodromes and Operating Sites

The list of aerodromes and operating sites on the declaration should contain at least those aerodromes and operating sites where the Flight School, either permanently or temporarily, conducts its training activities, where its training aircraft are based and where it has its facilities.

Aerodromes and operating sites that solely serve as destinations for cross-country training flights do not need to be listed on the declaration however need to be listed in the organisations manual.

When providing flight training on an aircraft, a Flight School shall only use aerodromes or operating sites that have the appropriate facilities and characteristics to allow training of the relevant manoeuvres, taking into account the training provided and the category and type of aircraft used.

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The base aerodrome or operating site and any other aerodromes or operating sites at which flight training is being conducted shall have at least the following facilities:

- (1) at least one runway or final approach and take-off area (FATO) that allows training aircraft to make a normal take-off or landing within the performance limits of all the aircraft used for the training flights at that aerodrome or operating site;
- (2) a wind direction indicator that is visible at ground level from the ends of each runway or at the appropriate holding points;
- (3) adequate runway electrical lighting, if used for night training;
- (4) an air traffic service (ATS), except for uncontrolled aerodromes or operating sites where the training requirements may be satisfied safely by another acceptable means of communication.

In addition to the above, for helicopters, training sites should be available for:

- (1) confined area operation training;
- (2) simulated engine-off autorotation; and
- (3) sloping ground operation.

Exceptions to the above

Exceptions may be specifically approved by TMCAD when the following conditions are met:

- (1) A comprehensive Risk Analysis is conducted by the organisation,
- (2) The aerodrome is inspected by a TMCAD flight inspector,
- (3) A proving flight from the aerodrome is undertaken by a TMCAD flight inspector,
- (4) The aerodrome meets the performance requirements of the organisations aircraft to be used,
- (5) Adequate Rescue and Fire Fighting equipment is in place,
- (6) The organisation's Emergency Response Plan covers the aerodrome, and
- (7) Any other conditions TMCAD deems fit from time to time.

4.7 Trial Flights

Trial flights are introductory flights by a Flight School which are intended to introduce a training flight to persons who may be interested to undergo a NPPL course. Trial flights shall be conducted by a flight instructor in an aircraft owned or operated by the Flight School in VFR by day. The flight must be conducted within the territory of Malta and start and end at the same aerodrome or operating site.

The Flight School must keep training records of the flight for a period of at least 5 years. The records must include:

- (1) Date of Flight
- (2) Name of Flight School
- (3) Name and licence number of the flight instructor
- (4) Name of each passenger
- (5) ID card No./ Passport number of each passenger and the State issuing the ID/ passport.

4.8 Annual internal review and annual activity report

A Flight School shall take the following steps:

- (1) conduct an annual internal review of the tasks and responsibilities and establish a report on that review;
- (2) establish an annual activity report;
- (3) submit the report on the annual internal review and the annual activity report to TMCAD by the date determined by TMCAD.

4.8.1 Annual Internal Review

The annual internal review should consist of a comprehensive assessment whether the Flight School effectively carries out its tasks and responsibilities. Specific emphasis should be given to the following:

- (1) availability of sufficient resources (financial and human);
- (2) conduct of training in accordance with ANA, with the Flight School's training programme(s) and with the Flight School's safety policy;
- (3) random checks of training records and course completion certificates issued by the Flight School;
- (4) assessment of the training programme(s) for its (their) adequacy and currency;
- (5) training aircraft including their documents and maintenance records;
- (6) aerodromes and operating sites, including associated facilities;
- (7) evaluation of both adequacy and effectiveness of the follow-up, corrective action, as applicable, remedial action taken after non-compliances that have been detected internally or that have been subject to findings;
- (8) assessment of the safety policy including its means and methods for its adequacy and currency;
- (9) assessment of the effectiveness of the implementation of the mitigation measures, as foreseen in the Flight School's safety policy.

4.8.1 Annual Activity Report

Regarding the past calendar year, the annual activity report shall contain at least lists of:

- (1) all training courses and refresher trainings provided;
- (2) names of all flight, synthetic flight and theoretical knowledge instructors involved in the provision of training, information on the aerodromes and operating sites of the Flight School where it has mainly been providing training;
- (3) number of students per training course;
- (4) all training aircraft, including registration marks including, with regard to each aircraft, information on:
 - (i) the training courses for which the aircraft has been used; and
 - (ii) the aerodromes of the Flight School where the aircraft has been mainly used;
- (5) all occurrences, accidents and incidents that occurred during the training courses; and
- (6) any other information that is deemed relevant by the Flight School.

5.0 SAFETY AND COMPLIANCE ELEMENTS

5.1 Revocation, Suspension or Variation/ Limitation of an Approval

In case of any significant non-compliance to the Malta Air Navigation Act or with the terms of approval which reduces safety or seriously hazards flight safety. TMCAD will raise a Level 1 finding and thus TMCAD will prohibit, limit or suspend activities of the organisation. The level 1 findings shall include:

- (1) failure to give the competent authority access to the organisation's facilities during normal operating hours and after two written requests;
- (2) obtaining or maintaining the validity of the organisation certificate by falsification of submitted documentary evidence;
- (3) evidence of malpractice or fraudulent use of the organisation certificate; and
- (4) the lack of a Representative of the Flight School.

A Flight School shall no longer be entitled to provide some or all the training specified in its declaration based on that declaration, where one of the following occurs:

- (1) the Flight School has notified TMCAD of the cessation of some or all the training activities covered by the declaration;
- (2) the Flight School has not provided the training for more than 36 consecutive months;
- (3) the Flight School has been revoked, suspended as above.

5.2 Non-Compliances

When the non-compliance is detected with the requirements of the Regulatory Instruments No 04 and 05, and with the training organisation's procedures, manuals or with the type(s) of training provided, TMCAD will raise a Level 2 finding. Any Findings shall be issued and addressed through the means agreed upon by TMCAD with the organisation. After TMCAD has communicated a finding the Flight School shall take the following steps within the timeframe determined by TMCAD:

- (1) identify the root cause of the non-compliance with 15 calendar days of the issue of the non-compliance;
- (2) take the necessary corrective action to terminate the non-compliance and, where relevant, remedy the consequences thereof;
- (3) inform the competent authority about the corrective action it has taken within the timeframe stipulated by TMCAD.

5.3 Reaction to a Safety Problem

As a reaction to a safety problem, a Flight School shall implement the safety measures mandated by TMCAD.

5.4 Occurrences

Flight School shall abide by directions stated in ANA, Part XI Article 76 in regard to occurrence reporting. Derogations may apply with approval from TMCAD.

5.5 Safety Policy

The safety policy shall define, in relation to the Flight School training programme, at least the means and methods used for:

- (1) hazard identification;
- (2) risk assessment; and
- (3) effectiveness of the mitigation measures (implementation and follow-up)
- (4) the procedures required for occurrence reporting.

5.6 Emergency Response Plan

A Flight School shall have an ERP that is reviewed at least yearly to improve its effectiveness. Key personnel of the Flight School shall always have easy access to the ERP. The ERP shall follow PEL Notice 56.

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6.0 FEES

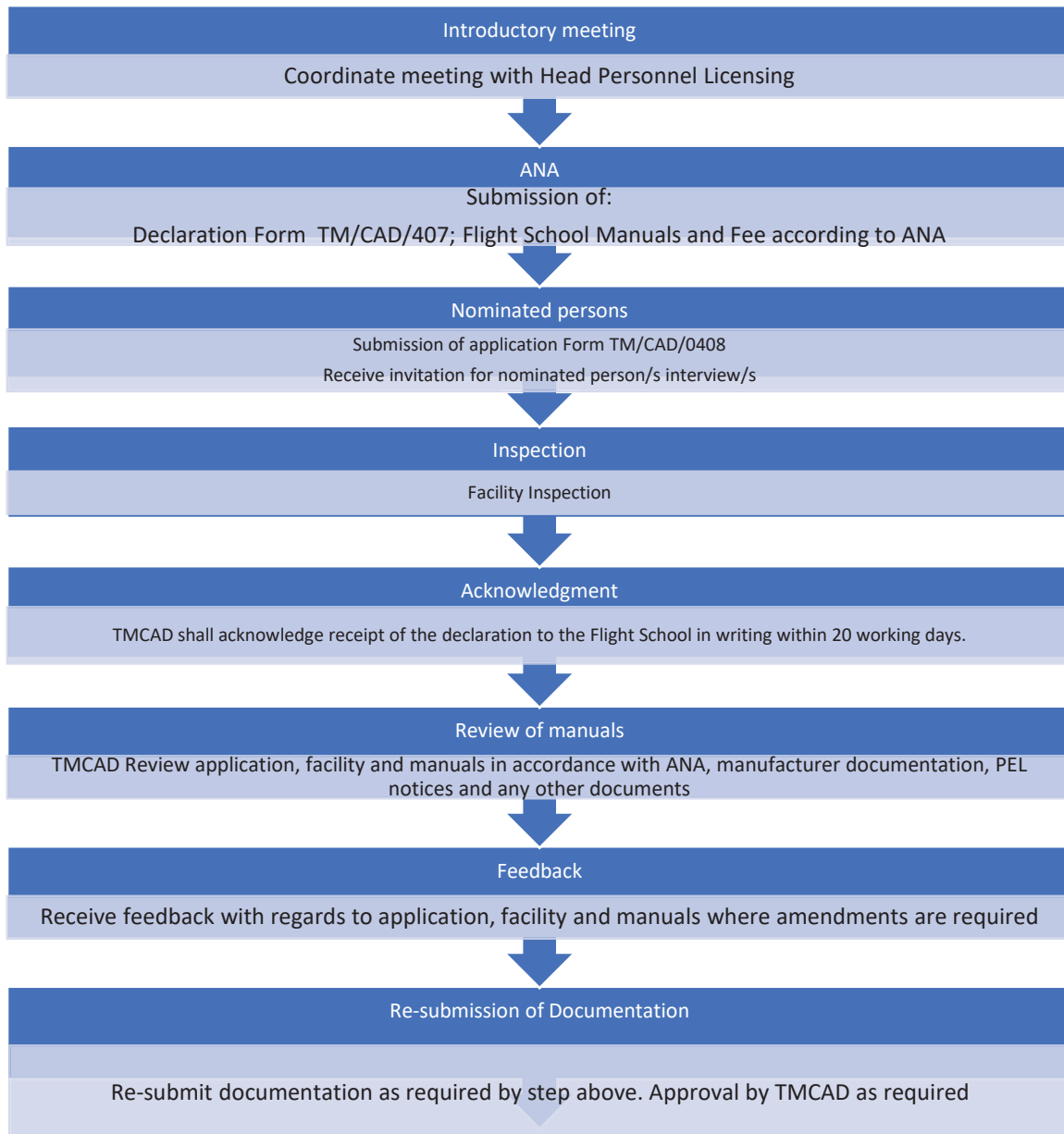
NPPL Flight School	€ 240
An annual oversight fee of 50% of the initial fee is applied except certificate up to Private Pilot Licence and except when the processing time of an application or the annual oversight exceeds the fee payable in which case a charge of €100 per hour is payable, exclusive of any inspector travel and accommodation expenses	

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



Captain Charles Pace
Director General
Civil Aviation Directorate
Transport Malta

APPENDIX A



APPENDIX B

1.0	AIRCRAFT SUITABILITY INSPECTION (AEROPLANES & HELICOPTERS)	
1.1	EQUIPMENT - GENERAL CONDITION	
	Flight & navigational equipment	
1.1.1	(1) magnetic heading; (2) time, in hours, minutes and seconds; (3) pressure altitude; and (4) indicated airspeed;	
1.1.2	Aircraft operated under visual meteorological conditions (VMC) at night, or in conditions where the aeroplane cannot be maintained in a desired flight path without reference to one or more additional instruments, shall be, in addition to (a), equipped with: (1) a means of measuring and displaying the following: (i) turn and slip; (ii) attitude; (iii) vertical speed; and (iv) stabilised heading;	
1.1.3	Flight crew interphone system	
	Seats, seat safety belts, restraint systems and child restraint devices	
1.1.4	Aeroplanes shall be equipped with: (1) a seat or berth for each person on board; (2) a seat belt on each passenger seat and restraining belts for each berth; (3) a seat belt with upper torso restraint system on each flight crew seat.	
1.1.5	First-aid kit The following should be included in the FAKs: (1) bandages (assorted sizes, including a triangle bandage), (2) burns dressings (large and small), (3) wound dressings (large and small), (4) adhesive dressings (assorted sizes), (5) antiseptic wound cleaner, (6) safety scissors, (7) disposable gloves, (8) disposable resuscitation aid, and (9) surgical masks	
1.1.6	Hand fire extinguishers (a) Aircraft, except touring motor gliders (TMG) and ELA1 aeroplanes, shall be equipped with at least one hand fire extinguisher in the flight crew compartment. (b) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.	
1.1.7	ELT or PLB Aircraft shall be equipped with an ELT or PLB	
1.1.8	Flight Over Water - Life-Jackets & Other equipment	
1.1.9	Radio comm equipment Check that radio comm equipment is 8.33 kHz in accordance with 1079/2012.	
1.1.10	Navigation Equipment	
1.1.11	Transponder	
1.1.12	Management of aeronautical databases (if applicable)	
1.1.13	For other equipment please refer to AFM/POH for Operation Equipment List	
1.2	EXTERNAL INSPECTION	
	AEROPLANES	
1.2.1	Filler cap - Closed Pitot tube and the static ports mounted - unobstructed Left/Right side leading edge and wing skin: Left/Right aileron, trim tab and hinges: visual inspection, check free of play, friction; Left/Right tank vent: check for obstructions. Left/Right flap and hinges: visual inspection Left/Right main landing gear: check inflation, tire condition, alignment, fuselage skin condition. Horizontal tail and tab: visual inspection, check free of play, friction. Vertical tail, rudder and trim tab: visual inspection, check free of play, friction.	

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	Nose wheel strut and tire: check inflation, tire condition. Propeller and spinner condition: check for nicks, cracks, dents and other defects.	
1.2.2	<p>HELICOPTERS</p> <p>Filler cap - Closed Pitot tube and the static ports mounted - unobstructed Left/Right side leading edge and wing skin: Left/Right aileron, trim tab and hinges: visual inspection, check free of play, friction; Left/Right tank vent: check for obstructions. Left/Right flap and hinges: visual inspection Left/Right main landing gear: check inflation, tire condition, alignment, fuselage skin condition. Horizontal tail and tab: visual inspection, check free of play, friction. Vertical tail, rudder and trim tab: visual inspection, check free of play, friction. Nose wheel strut and tire: check inflation, tire condition. Main and tail rotor: check for nicks, cracks, dents and other defects.</p>	
1.3	DOCUMENTS TO BE CARRIED ON BOARD	
1.3.1	<p>The following documents, manuals and information shall be carried on each flight as originals or copies unless otherwise specified:</p> <ul style="list-style-type: none"> (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. 	
1.4	MAINTENANCE	
1.4.1	As approved by TMCAD Airworthiness	