

Application for MPL(A) and Skill test Report Form PBN

issued under the Commission Regulation (EU) No 1178/2011 of 3 November 2011 as amended



Civil Aviation Directorate

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

WARNING TO ALL APPLICANTS – Any false statement, misrepresentation or concealment of material fact on this form or any document presented in support of this application may be grounds for criminal prosecution.

Data Protection Notice

All data collected in this form is processed in accordance with the Privacy Laws that include General Data Protection Regulation (EU) 2016/679 and Chapter 586 of the Laws of Malta (Data Protection Act). The data provided may be granted to other Public Authorities and/or Government Departments as required and permitted by Maltese Law. Transport Malta of Triq Pantar, Lija, Malta LJA2021 is the data controller for the purpose of the privacy laws. The Privacy Notice attached with this application sets out the way in which personal information/data is collected and processed by Transport Malta, as well as the steps that are taken to protect such information.

Application for Initial MPL(A) and Skill Test Report Form PBN

Part-Medical No:

To be completed by applicant

NOTE: A scanned copy of page 1 of this form is to be sent to TM-CAD on cadpel.tm@transport.gov.mt as a pre-application in order to commence the application and verification process.

Initial MPL

Conversion from third country MPL (*refer to Page 3)

Last and First Name: _____

Date of Birth dd/mm/yyyy: _____ (Minimum Age 18) Nationality: _____

Place and Country of Birth _____

Address: _____

Email: _____

Telephone Number (Home): _____ (Mobile) _____

ID card or Passport No.: _____ Country of issue: _____

Employed as pilot with AOC holder: _____

Type of licence held: _____ State of Licence Issue: _____

Malta Part-Medical Certificate Class 1 valid until _____ [dd/mm/yyyy]

Malta English Language Proficiency: Level _____ Valid until _____ [dd/mm/yyyy]

Theoretical examinations Part-FCL ATPL(A):

Passed on _____ [dd/mm/yyyy] Done in _____ Member State.

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and that I never held any Part-FCL licence, rating certificate or authorisation issued in another Member State which was revoked or suspended.

I hereby authorise Transport Malta, Civil Aviation Directorate, to request information to third parties for the purpose of licence verification and other licensing data as required.

Signature of Applicant: _____ Date of Signature: _____

***Only ab-initio applicants shall be admitted to an MPL initial course.**

Application for Part-FCL MPL Initial Issue PBN Complete if applicable

Applicant Full Name and Part-Medical No:

To be Completed by ATO and signed by Head of Training

ATO Name: _____ ATO Certificate No: _____

Head of Training Last and First Name: _____

MPL course start date: _____ MPL course completion date: _____

Theoretical Knowledge Instruction for the ATPL(A) knowledge Hours: _____ *Minimum 750 hours* including
Hours: _____ for relevant type rating and Hours: _____ (*minimum 5 hours*) UPRT theoretical
knowledge instruction in accordance with FCL.745.A.

Competency Based Training

Competency based flying training conducted in a multi-crew operational environment Hours: _____ *Minimum 240 hours*

Phase 1 Core Flying Skills

Specific basic single-pilot training in an aeroplane completed on _____

Phase 2 Basic

Introduction of multi-crew operations and instrument flying completed on _____

Phase 3 Intermediate

Application of multi-engine turbine aeroplanes certified as a high performance aeroplane in accordance with Part-21 completed on _____

Phase 4 Advanced

Type rating training within an airline oriented environment completed on _____

Training included MCC and type rating training on type _____

- Flight Experience in actual flight training included all the experience requirements of Subpart H
- Flight Experience in actual flight training included UPRT flight instruction in accordance with FCL.745.A
- Flight Experience in actual flight training included aeroplane UPRT exercises in accordance with FCL.725.A(c)
- Flight Experience in actual flight training included night flying
- Flight Experience in actual flight training included flight solely by reference to instruments
- Flight Experience in actual flight training included the experience required to achieve the relevant airmanship

Base Training:

Aircraft Type _____ Registration Number _____ Date _____ Location _____

Base Training Number of take-offs and landings: _____ *Minimum 12 take-offs and landings*

Note: Those take-offs and landings may be reduced to at least six, provided that TMCAD are provided the below:

(a) a procedure to assess the required level of competency of the student pilot; and

(b) a process to ensure that corrective action is taken if in-training evaluation indicates the need to do so.

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

Is ATO part of a commercial air transport operator certified in accordance with Part-ORO? Yes NoIf **No** name of a commercial air transport operator certified in accordance with Part-ORO with which ATO has a specified arrangement: _____

The applicant was admitted to this course as ab-initio entrant.

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

Application for MPL Conversion from 3rd Country ICAO MPL to Malta MPL(A) Complete if applicable

Applicant Full Name and Part-Medical No:

PBN

To be Completed by Applicant holder of an ICAO MPL

Details of 3rd Country ICAO MPL:

ICAO Annex 1 MPL Type Rating: _____ ICAO MPL Licence Number: _____

Date of licence issue: _____ Date of licence Expiry: _____

State of Licence Issue: _____

Multicrew Aircraft Type Rating: _____ Valid until: _____

Verification letter from ICAO State showing the validity of your licence dated _____ (within the last 6 months from application date)

Flying experience:

Total Flight on aeroplanes: _____ Hrs

Flight time in multi-pilot operation: _____ Hrs on Type aeroplane: _____

Instrument Flight Time: _____ Hrs

Flight time on Aeroplane at Night as PIC or Co-Pilot: _____ Hrs

Cross-country flight time as PIC or PICUS: _____ Hrs

Competency based flying training conducted in a multicrew operational environment Hours: _____ *Minimum 240 hours*

MPL(A) Skill test with TM designated Examiner passed on _____

Base Training:

Aircraft Type _____ Registration Number _____

Date _____ Location _____

Base Training Number of take-offs and landings: _____ *Minimum 12 take-offs and landings*

Note: Those take-offs and landings may be reduced to at least six, provided that TMCAD are provided the below:

(a) a procedure to assess the required level of competency of the student pilot; and

(b) a process to ensure that corrective action is taken if in-training evaluation indicates the need to do so.

Signature of Applicant: _____ Date of Signature: _____

Application for MPL(A) Skill test/ and Report Form PBN

Applicant Full Name and Part-Medical No:

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

Application for MPL(A) Skill test/ and Report Form PBN

Applicant Full Name and Part-Medical No:

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

Application for MPL(A) Skill test/ and Report Form PBN

Applicant Full Name and Part-Medical No:

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

Application for MPL(A) Skill test/ and Report Form PBN

Applicant Full Name and Part-Medical No:

Multi-pilot Aeroplanes and Single-pilot high-performance complex aeroplanes	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK	
	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A
3.8.3.5* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach after passing the outer marker (OM) within a distance of not more than 4 NM until touchdown or through the complete missed approach procedure In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published OCH/A; however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.8.3.4.	P→	→		M	
3.8.4* 2D operations down to the MDH/A	P*→	→		M	
3.8.5 Circling approach under the following conditions: (a)*approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P*→	→			
3.8.6 Visual approaches	P→	→			
SECTION 4					
4. Missed Approach Procedures	P*→	→			
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P*→	→			
4.2 Go-around with all engines operating* from various stages during an instrument approach	P*→	→			
4.3 Other missed approach procedures	P*→	→			
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*→	→		M	
4.5 Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P→	→			

Application for MPL(A) Skill test/ and Report Form PBN

Applicant Full Name and Part-Medical No:

Multi-pilot Aeroplanes and Single-pilot high-performance complex aeroplanes	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK		
	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
SECTION 5						
5. Landings						
5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P					
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P→		An aeroplane shall not be used for this exercise		FFS only	
5.3 Crosswind landings (a/c, if practicable)	P→		→			
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats	P→		→			
5.5 Landing with critical engine simulated inoperative	P→		→		M	
5.6 Landing with two engines inoperative: — aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM, — aeroplanes with 4 engines: 2 engines at one side	P		X		M FFS only (skill test only)	

General remarks: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60m), i.e. Cat II/III operations.
 Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements

SECTION 6						
Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200ft) (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60m (200ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60m (200ft) shall be used.						
6.1*	Rejected take-off at minimum authorised RVR	P*→		→X An aeroplane shall not be used for this exercise		M*
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed	P→		→		M
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.	P→		→		M*
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed	P→		→		M

Application for MPL(A) Skill test/ and Report Form PBN

Applicant Full Name and Part-Medical No:

Multi-pilot Aeroplanes and Single-pilot high-performance complex aeroplanes	PRACTICAL TRAINING					MPL / TYPE RATING SKILL TEST OR PROF. CHECK		
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
SECTION 4								
4. Missed Approach Procedures								
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height			P*→	→				
4.2 Other missed approach procedures			P*→	→				
4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*→	→			M	
4.4 Rejected landing at 15m (50ft) above runway threshold and go-around			P→	→				
SECTION 5								
5. Landings								
5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation			P'					
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position			P→	An aircraft may not be used for this exercise				
5.3 Crosswind landings (a/c, if practicable)			P→	→				
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats			P→	→				
5.5 Landing with critical engine simulated inoperative			P→	→			M	
5.6 Landing with two engines inoperative: — aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM, — aeroplanes with 4 engines: 2 engines at one side			P	X			M FFS only (skill test only)	

General remarks: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60m), i.e. Cat II/III operations.
Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements

SECTION 6								
Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200ft) (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60m (200ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60m (200ft) shall be used.								
6.1*	Rejected take-off at minimum authorised RVR			P*→	→X An aircraft may not be used for this exercise			M*
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed			P→	→			M
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.			P→	→			M*
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed			P→	→			M

Result of MPL Skill test Details and Result of the Check PBN

Part-Medical No:

To be completed by the designated Examiner

Details of Check:

Name of Applicant: _____

COPI Aeroplane Simulator

Aeroplane: Type Rating: _____ Approved Training Centre _____

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

Place of Departure: _____ Destination: _____

Date of Check: _____ # of Landings _____

Blocks-off _____ Blocks-on _____ Block time: _____

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

* delete as necessary

Applicant's Signature:

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

Examiner Remarks:

I hereby declare that I have established communication with the applicant without language barriers. I made the applicant aware of the consequences of providing incomplete, inaccurate or false information. I verified that the applicant complies with the qualification, training and experience requirements in Part-FCL. I confirm that all required manoeuvres and exercises have been completed, as well as the verbal theoretical examination, where applicable. I also declare that I have reviewed and applied the Malta national procedures and requirements as the applicant's competent authority.

Last and First Name of Examiner: _____

Examiner Certificate number: _____

Signature of Examiner: _____ Date of Signature: _____

A. General

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

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

The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in:

- (a) an available and accessible FFS, or
- (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or
- (c) the aircraft if no FSTD is available or accessible.

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

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

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

CONTENT OF THE TRAINING/ SKILL TEST/PROFICIENCY CHECK

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

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

CONDUCT OF THE TEST/CHECK

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

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

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

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

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

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

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

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

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

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

15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM:

- (a) managing crew cooperation;
- (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
- (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

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

17. When the type rating course has included less than 2 hours of flight training in the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training in the aircraft.

The approved flight training shall be performed by a qualified instructor under the responsibility of:

- (a) an ATO; or
- (b) an organisation holding an AOC issued in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 and specifically approved for such training; or
- (c) the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the applicants' competent authority.

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

18. For the upset recovery training, 'stall event' means either an approach-to-stall or a stall. An FFS can be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:

- (a) the FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A); and
- (b) the ATO has successfully demonstrated to the competent authority that any negative transfer of training is mitigated.

B. Specific requirements for the aeroplane category

PASS MARKS

In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If applicants only fail or do not take Section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, applicants shall pass the Section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:

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

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

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

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

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

(a) The following symbols mean:

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

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

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

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

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

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

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

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

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

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

(h) In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.

(i) In the case of a restricted type rating issued in accordance with FCL.720.A(c), applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.

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

Submission Instructions

Send completed form to:

Transport Malta-Civil Aviation Directorate, Malta Transport Centre, Pantar Road, Lija LJA 2021 Malta

Documents Required:

1. A copy of the Malta ID Card (both sides) or Passport
2. A copy of the Malta Part-Medical Certificate
3. Log Book – Showing all flight instruction / instrument flight instruction / instrument ground instruction which must be counter-signed by the respective instructor .
4. Copy of ATO Approval Certificate where MPL instruction was given, for initial issue (if not issued by Transport Malta)
5. A copy of the Course Completion Certificate for the MPL [Original has to be presented before licence is collected].
6. Copy of Designated Examiner Certificate if not issued by Transport Malta
7. Copy of Language Proficiency Certificate issued by Transport Malta
8. Proof of aircraft landings where applicable for issue of the MPL (logbook or certification)
9. A copy of the ATPL(A) Theoretical Knowledge Examination Results [If not issued by Transport Malta original has to be presented before licence is collected.]
10. Copy of simulator approval certificate
11. A copy of the MCC completion certificate for initial issue
12. Copy of Course Completion Certificate for Advanced UPRT for initial issue

Also for Conversion from ICAO MPL only :

13. Verification from ICAO signatory state
14. Copy of ICAO MPL
15. Copy of ICAO medical certificate

Office use
Only

①

②

③

④

⑤

⑥

⑦

⑧

⑨

⑩

⑪

⑫

⑬

⑭

⑮

⑯

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

Fee: The applicable fee in the Malta Air Navigation Order / Scheme of Charges on the Transport Malta website has to be submitted with the application.

Queries: If you need additional information send an email to cadpel.tm@transport.gov.mt to the attention of: **Personnel Licensing Section, Transport Malta Civil Aviation Directorate** - giving your contact telephone number.

Data Protection Privacy Notice

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

1. The information we collect and how we use it

- 1.1. From this application, Transport Malta collects different types of information; which information is that required by Law and is used explicitly for the service requested through this form. It is to be noted that if the required information is not provided the said application cannot be processed.
- 1.2. The primary purpose for collecting this information is mainly to process the application for the requested service, however, your Personal Information may also be used for related purposes that amongst others include: sending notifications, renewal of licence/certificate after expiry period, and for the provision of information with regards to any legislative amendments which may affect the services offered to you.

2. To whom we disclose information

- 2.1. This information will be solely used for the reasons detailed above. However there may be cases where personal information is shared with the following third parties for reasons listed below:
 - Any law enforcement body that may have any reasonable requirement to access your personal information;
 - Third party entities that may be entrusted by Transport Malta to process part of or all the data related to this service.

3. Data Subject Rights

- 3.1. With respect to your privacy rights, Transport Malta is obliged to provide you with reasonable access to the Personal Data that you have provided to us. Your other principal rights under data protection law are:
 - a. the right for information;
 - b. the right to access;
 - c. the right to rectification;
 - d. the right to erasure;
 - e. the right to restrict processing;
 - f. the right to object to processing;
 - g. the right to data portability;
 - h. the right to complain to a supervisory authority; and
 - i. the right to withdraw consent.
- 3.2. If you wish to access or amend any Personal Data we hold about you, or to request that we delete any information about you, you may contact us by sending a request to dataprotection.tm@transport.gov.mt. We will acknowledge your request within seventy-two (72) hours and will do our utmost to handle it promptly. We will respond to these requests within a month, with a possibility to extend this period for particularly complex requests in accordance with Applicable Law.
- 3.3. At any time, you may object to the processing of your Personal Data, on legitimate grounds, except if otherwise permitted by applicable law.
- 3.4. In accordance with Applicable Law, we reserve the right to withhold personal data if disclosing it would adversely affect the rights and freedoms of others. Moreover, we reserve the right to charge a fee for complying with such requests if they are deemed manifestly unfounded or excessive.

4. Retention period

- 4.1. Personal data will be retained for not more than 3 months from date of application should the application not be submitted complete or is rejected.
- 4.2. Once the service related to your application is provided, we will retain your information for as long as needed to provide you with our service, or to comply with our legal obligations, resolve disputes and enforce our agreements.

5. Security

- 5.1. We take appropriate security measures to protect against loss, misuse and unauthorized access, alteration, disclosure, or destruction of your information. Additionally, steps will also be taken to ensure the ongoing confidentiality, integrity, availability, and resilience of systems and services processing personal information, and will restore the availability and access to information in a timely manner in the event of a physical or technical incident. All information gathered is kept confidential and is used solely for the service requested through this application form.
- 5.2. If we learn of a security systems breach, we will inform you of the occurrence of the breach in accordance with applicable law.

6. Governing Law

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

7. Data Protection Officer

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

8. Contacting us

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